# 1869 – AUBURN – 1969

## 100 Years a City

## A Study in Community Growth

PRODUCED BY

AUBURN HISTORY COMMITTEE

*Writing, Assembling and Editing*

*by*

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*and Daphne W. Merrill*

1968

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## ACKNOWLEDGEMENTS

Starting with a nucleus of ten members two years ago, the Auburn History Committee, chairmanned by the City Historian, constantly enlarged as the range of research and compilation widened. As the date for publication neared, the Committee-of-the-Whole comprised more than 50 persons, and that number would be exceeded if all individuals who rendered aid were added to the list. Some of the whole are identified by their special contributions to the text, while some of these and others shared in the common production of many parts of the book.

It seems almost unfair to single out a number for acknowledgement of their part in the whole. Yet it seems proper to make some public note of those who lent this undertaking so much of their time, thought, and effort, as follows:

Attorney James E. Philoon, Charles M. Starbird, John E. Libby, Charles L. Eastman, Charles F. Adams, Mrs. Laura M. Lancaster, Miss Beatrice E. Neal, Mrs. Edith S. Labbie, Mrs. Daphne W. Merrill, Kenneth R. Green, Deputy Fire Chief Clarence E. Penley (Ret.), Mrs. Charles H. Wight, Philip Watson, Librarian Amy G. Sherman (Auburn Public Library), Edwin W. Adams, Mrs. Monona B. Clifford, Attorney Fred M. Loring, Guy B. Fitz, Miss Leslie H. Wight, Mrs. Charles H. Sylvester, Lyndall K. Parker (former Superintendent, Auburn Water and Sewerage Districts), Clarence E. March (Curator, Androscoggin Historical Society), Mrs. Nellie L. Hascall, Mrs. Charles W. Eaton, Norman E. Rose, Col. Paul W. Bean, Lt. Col. Erwin E. Crocker, Secretary Joseph Adler (Lewiston-Auburn YMCA), Mrs. Roberta G. Austin, (Executive Director, Lewiston-Auburn YWCA), Winslow S. Durgin, Gerald J. Reed, Miss Mary E. Allen, Mr. and Mrs. Vernon A. Lancaster, Mr. and Mrs. Russell Stansbury, Kenneth Connor, Dolar Asselin, James A. Pratt, Laurence A. Cooper, Leon M. Norris, Arnold G. Westerberg (Area Director, U. of M. Continuing Education), Lewis E. Webber, (Auburn Superintendent of Schools), Arnold F. McKenney (Director, Central Maine Vocational Technical Institute), and Assistant Superintendent James M. Randall, associate instructors at Edward Little High School, all city officials, department heads, and their employees.

# PREFACE

This story of Auburn marks the 100th anniversary of its incorporation as a city and the 50th year under the Council-Manager form of government. At such a moment in the life of a community, it is worthwhile to review the beginnings and follow its growth up to the present, and perhaps to hint at the promise of tomorrow.

The Auburn History Committee was formed to organize the work, and was overwhelmed by the eager cooperation of an army of contributors. In fact, the offerings were so many and voluminous that it is with regret that all could not be used in full. The original manuscripts, however, will be preserved. Too much cannot be said in appreciation of the work of these writers.

This is primarily a municipal review, due to the nature of the occasion, coming as it does at two municipal milestones. The years before the city was incorporated are covered briefly and the names of the pioneers in Old Auburn and Danville are taken from the Pejepscot papers. Other names are largely of city fathers, who were men of fine civic conscience, as the book shows. It is not intended to be folksy, yet, reading between the lines, it is full of folks, and mighty good folks at that.

We hope you like it.

RALPH B. SKINNER
City Historian

Auburn History Committee:

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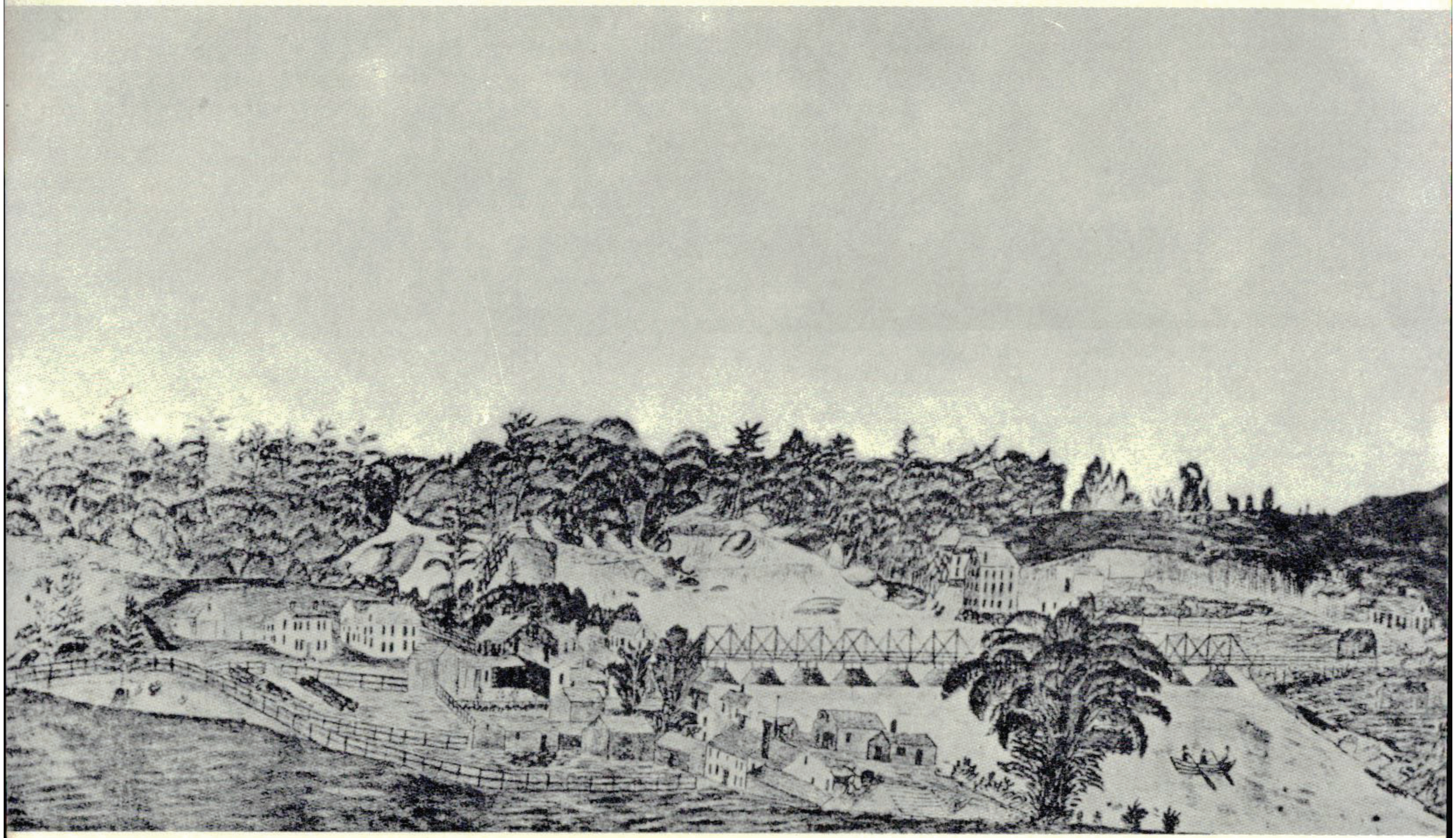


*Goff's Corner (Auburn) in 1832. Original painting by Andrew R. Giddinge hangs in Auburn Public Library.*

# AUBURN – 100 YEARS A CITY

## PART I

## THE LONG TRAIL TO CITYHOOD

## Chapter 1

## BEFORE THERE WAS AN AUBURN

### THE INDIANS

THE story of Auburn, Maine, on the Androscoggin River, starts with the Indians, who were robbed and either killed or driven away from their homelands by white men from Christian countries across the sea. The records of adventurers to these shores do not tell the entire story, nor an unbiased one, in regard to the treatment received from the natives. Some report a savage and warlike tribe in this region, whereas others affirm that the tribesmen were of a peaceful disposition until swept into the French and Indian War.

The Anasagunticook (Androscoggin) Tribe had a favorite resort on the area between the Great Falls and the Little Androscoggin River, a spot of primeval beauty surrounded by a great pine forest filled with game. The rivers teemed with salmon, and fertile soil favored their crops. More significantly, here were the graves of their ancestors. The wars changed all this. The destruction of the village, by Major Benjamin Church and his Colonial Indian fighters, in 1690, broke the tribe apart. Some went to Canada, some joined other tribes, and a small scattering lingered in the neighborhood.

When Moses Emery came to settle in Minot, around 1768, he found a few Indians in that vicinity. They were Philip Swanton, Lazarious, Sabatus, Cockish, and Perepole, the last of the once powerful Anasagunticook Tribe.

Long before a settler ventured into this remote area, there were many hunters, trappers, timber cruisers, traders and adventurers who ranged the back woods. A book which covers this period is *Barton's Mills,* by A. Hyatt Verrill, whose ancestors were the first settlers in the Minot-Hebron sector.

## NEWS FROM 1690

Have you an ancester who was a captive of the famous Indian Chief Worumbee in his stronghold at Auburn in 1690?

Probably not, but to hear from such a person thrills a worker on the history of Auburn. Such a thrill came to the Androscoggin Historical Society, through the kindness of Ralph B. Skinner, when Mrs. Alberta Nelson Roberts of Whitinsville, Mass., sent the record showing her descent in the tenth generation from Mrs. Sarah Burnham Huckins, captive for more than a year in the Indian fort in what is now Auburn.

As a result of Indian ferocities the government at Boston sent Maj. Benjamin Church to Auburn. He destroyed the fort, took nine Indian prisoners and rescued several English captives, among them Mrs. Sarah Burnham Huckins of Oyster River, N.H. (now Durham). She had been captured in the Oyster River massacre in 1689 in which her husband, Lieut. James Huckins, lost his life. Her son Robert escaped.

An old, old story, worn bare by many tellings, suddenly comes to life again when a bright light, thrown upon the ancient tale, makes an event of 1690 news in 1968.

## THE RIVER CALLED ANDROSCOGGIN

In many of the older histories there are references which later studies bring into question. For example, the word *Androscoggin*, meaning "a place for preparing and curing fish", is spelled many ways. Pejepscot, the name given that section of the river from Merrymeeting Bay to Twenty-mile Falls, was described by Perepole as "crooked like a diving snake." The translation of Pejepscot is "long rocky rapids".

The passage of time has erased the boundary between fact and legend in regard to stories about the falls between Auburn and Lewiston. Many variations upon a single theme give credence to the report that there really was massive Indian destruction at the Great Falls.

This disaster, as reported in the "National Aegis", happened in 1688. The Roccomeco Tribe had a 200 acre village upstream, at Canton. The entire village left the settlement to attack the infant village of Brunswick. They were so certain of victory, because of their overpowering numbers, that braves with their tomahawks, squaws with their household goods, and even children went on the expedition.

It was nearly dark when they neared the Great Falls. Two scouts had been sent ahead to light signal fires above the cataract. They were discovered by a couple of white hunters who plied them with liquor and learned of their mission. After the scouts were eliminated, the white men lit the signal fires below the falls.

The tribe discovered the trickery too late to do anything other than chant their death song as they were drawn into the current and swept over the falls. Thus the entire tribe was lost with the exception of the betrayers. Joseph Weare, Maine Daniel Boone type, is credited with being one of the hunters who disposed of the Indian scouts.

*The Great Falls of the Androscoggin at Auburn-Lewiston.*

Other accounts tell of a cave beneath the falls which sheltered some of the Indians when their village there was attacked by Major Benjamin Church, in 1690.

Another dramatic story about the falls tells of the capture of the lovely daughter of Richard Vines, from the York region, by the Anasagunticooks. She was said to have been kept a prisoner in the cave beneath the falls, during which time her hair turned snow white and she lost her memory. Her mind cleared when she overheard two braves, who were guarding her, mention her fiance's name. She dashed from the cave, hotly pursued by the savages. Coincidentally, she ran into the arms of her beloved who had come in search of her.

West Pitch, the scenic ledge that overhangs the falls on the Auburn side of the Androscoggin, has always been a landmark. It is an awe inspiring sight to stand there during high water and feel the rocky projection vibrate as the mighty river roars and swirls over a series of ledges that span the river and create the falls.

Examination of the rocks at West Pitch indicates that blasting had been done to direct the current for sluicing the logs in the early days. It was the original overhang that formed the cave.

Accidental drownings and suicides have made this spot a natural memorial to such tragedies. In 1871, two distraught girls, arms entwined, were seen as they leaped into the grinding maw of the relentless falls.

During the flood of 1896, a Lewiston resident, crossing the Maine Central Railroad bridge after the North Bridge had been washed out, lost his balance and was swept over the falls. Witnesses saw his upraised hand rise from the turbulent pool at the base of the falls and then disappear forever.

Whether the falls were known as Amitgonpontook, the Upper Falls of the Pejepscot, Lewiston Falls, the Great Falls, or Twenty-Mile Falls, they have always been an identifying factor for the settlements situated on the banks of the Androscoggin beside them whether populated by Indians or by white men.

## THE FLOODS AND THE BRIDGES

The Androscoggin is a river of freshets. Spring thaws let loose a flood which pours down the 174 miles from Umbagog Lake to Merrymeeting Bay in a drop of 1245 feet, fed from a watershed of 3430 square miles. Sometimes the run-off is with a smooth and even rise, other times it is a boiling torrent. When the high rock in the falls at Auburn-Lewiston is covered, it is a great freshet.

The earliest freshet on record at Brunswick was in 1723. Lowlands were flooded and the river was open for 30 miles up river. In the summer of 1820, the river was the lowest in 60 years.

1823 Toll bridge at Lewiston Falls was built. Before that, ferries were used.

1824 Freshet, but bridge held.

1837 Toll bridge rebuilt with covered sidewalks.

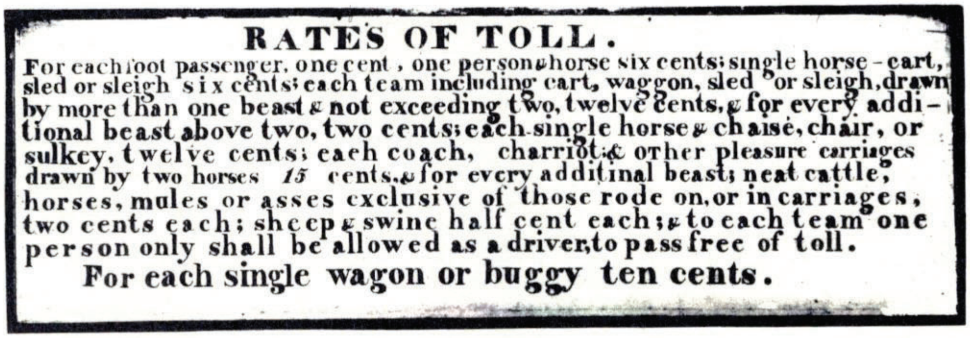
1854 A great freshet carried the bridge away. Rebuilt.

1870 Freshet damaged the bridge. New one built.

1873 Broad Street bridge was built.

1896 A great freshet carried away both bridges. Both rebuilt.
N. – ferry and footbridge. S. – footbridge.

1936 Greatest freshet of record. Flow at Gulf Island Dam was 212,000 cubic feet a second. The water lapped the lower frame of the Maine Central bridge which was weighed down by a train of cars loaded with gravel. From there, the water flowed in nearly a straight line to the road bed of the North Bridge which was closed to traffic due to a slight overflow. A section of the Broad Street South Bridge was carrier away. A new steel structure was built.



RATES OF TOLL.

For each foot passenger, one cent, one person & horse six cents; single horse-cart, sled or sleigh six cents; each team including cart, waggon, sled or sleigh, drawn by more than one beast & not exceeding two, twelve cents, & for every additional beast above two, two cents; each single horse & chaise, chair, or sulkey, twelve cents; each coach, charriot & other pleasure carriages drawn by two horses 15 cents, & for every additinal beast; neat cattle, horses, mules or asses exclusive of those rode on, or in carriages, two cents each; sheep & swine half cent each; & to each team one person only shall be allowed as a driver, to pass free of toll.

For each single wagon or buggy ten cents.

*Signboard showing rates of toll on first bridge between Auburn and Lewiston. It remained a toll bridge until 1865. The signboard is preserved in Androscoggin Historical Society Museum.*

## HISTORIC MARKERS

In line with a statewide program in 1850, the Androscoggin County Commissioners voted to set up eight bronze markers identifying historic locations within the County. A member of the Androscoggin Historical Society was delegated to compose the inscriptions and to place the markers.

Two of the markers relate to Auburn. No. 1 is located at the Lewiston end of the North Bridge just below the Lewiston Falls. It reads:

> "Androscoggin Gem"
>
> "Lewiston Falls, the upper Falls of the Pejepscot, Amitgonpontook. Favorite resort of the Indians for hunting and fishing. Home of the Anasagunticooks. Chief fort and village of Warumbee on the west side. Coast to Canada trail and crossroads for Sebago, Canabis, Roccomeco and Pennacook tribes."
>
> No. 8 marker is located near the Auburn Drive-In Theater, on Route 100. Its legend says:
>
> "Old Pejepscot Claim"
>
> "Homeland of the Pejepscot Indians. Sold by Warumbee to Richard Wharton in 1684. A century later, after long, bitter and sometimes bloody dispute, the boundary lines were established in court."

## THE PEJEPSCOT PATENT

Four transactions contributed to the birth of Auburn: the Pejepscot Patent, 1632; the Warumbee Deed, 1684; the Bakerstown Grant, 1736; and the Bridgham Purchase, 1789. Previous to these transactions, Thomas Purchas (Purchase) came to Merrymeeting Bay between 1624-1628 and started a trading and fishing post which he conducted for about 50 years. He is the first known settler on the Androscoggin and secured a patent from the Plymouth Company (England) for the tract of land that he occupied, which included Brunswick. He later added to his holdings by purchasing land from the Indians. He died in 1677 or 1678, aged 101 years. His lands were sold to Richard Wharton who confirmed the title and enlarged his territory by a deed given to him by Warumbee and other Indians.

After Wharton died, his lands soon passed to a Boston group; the Pejepscot Proprietors. This tract of land then became known as the Pejepscot Claim because the title and bounds were in dispute for many years. The last of this claim to be developed on the west side of the Androscoggin River was originally called Pejepscot, then Danville, and was later annexed to Auburn.

After the settlement of Brunswick, Topsham, and Durham, the proprietors delegateed the promotion of the Pejepscot (Danville) portion to Col. Jonathan Bagley and Col. Moses Little.

## THE BAKERSTOWN AND BRIDGHAM GRANTS

The original Bakerstown Grant was made in 1736 to Capt. Jonathan March and others who served in the Canada Expedition. The location was found to be in New Hampshire and was exchanged for a grant in Maine. Moses Little, serving as agent, bought numerous claims and was compensated with a 7½ square miles grant in Maine in 1765. The proprietors stretched the grant to a 12 mile square area which was confirmed by the General Court. This was a common practice in those days and a source of later trouble.

In 1789, John Bridgham and others were granted that part of the Bakerstown grant between the Androscoggin River and a parallel line four miles to the west. This so-called Curved Line very nearly follows the present Auburn-Minot line.

Three years later, Josiah Little, representing the proprietors, took the matter to court. As a result, Mr. Little withdrew his claim of the Bridgham purchase and petitioned for compensation for the loss of 2,000 acres of "the most valuable land in Bakerstown which had been given to those without title." The Land Office investigated, and in 1823 the Legislature of Massachusetts allowed his claim.

The Bakerstown Grant, named for Capt. Thomas Baker, a famous Indian fighter, adjoined the Pejepscot Claim and covered a 20,000 acre territory. Thus Auburn is a union of grants and Indian deeds dating as early as 1632 and as late as 1789.

## THE PEJEPSCOT CLAIM AND DANVILLE

Not until the close of the Indian Wars, in 1760, could new settlements be made inland with any degree of safety. Then, a general movement began along the larger rivers. Many of Auburn's earliest arrivals came from Massachusetts by way of Falmouth and New Gloucester.

Unintentionally, Abel Davis and his family were the first settlers recorded in the northern part of the Pejepscot Claim now included within Auburn. He made his "pitch" near the Royal River in 1762 in what he thought was New Gloucester. It was actually in Little's Gore, a triangular strip of land sold by Ebenezer Harthorn to Col. Moses Little who added it to his Pejepscot Claim. The record of that transaction, given in the diary of Abel Davis's son, Amos, is in the archives of the Androscoggin Historical Society.

Pejepscot was incorporated in 1802 and became Danville in 1818. In 1859, Danville ceded all of its land north of the Little Androscoggin River to the Town of Auburn. Bakerstown was incorporated as Poland in 1795. Minot was set off from Poland and incorporated in 1802. Part of Minot east of the Curved Line was set off to form Auburn in 1842. When the remaining Danville area was annexed to Auburn in 1867 by act of Legislature, the groundwork was laid for the incorporation of the City of Auburn, in 1869.

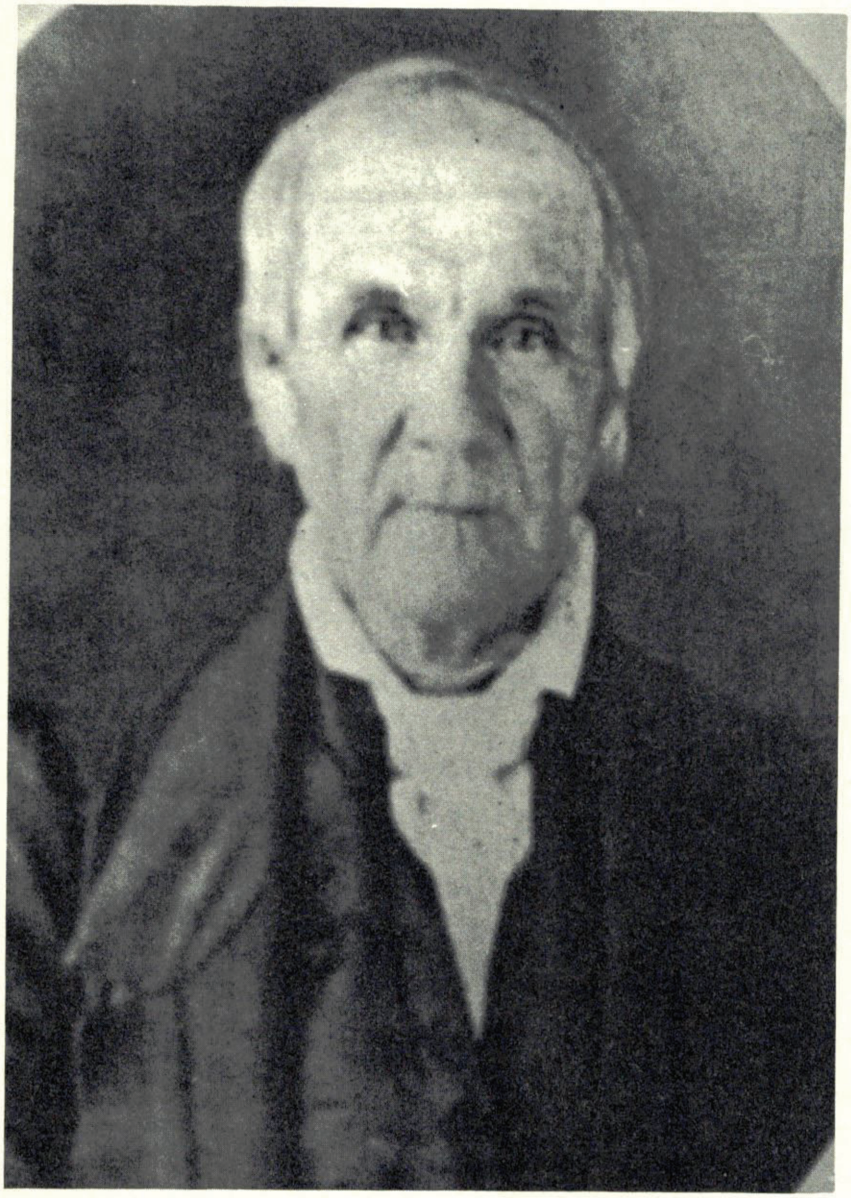
## PROFILE OF THE FOUNDERS

Col. Bagley died in 1780, and Moses Little bought his interest in all that remained of the Pejepscot Claim and Bakerstown Grant. This property was inherited in 1798 by a son, Josiah, who had managed the local property for many years. Josiah's son, Edward, in turn inherited the territory after the father's death in 1830, thus, becoming the owner of a large tract of land and other property.

From his wealth, Squire Edward Little made numerous public benefactions, among them a Lewiston Falls Academy that in time became Auburn's Edward Little High School; a Congregational Church building in Auburn on land from the Little family estate; and generous donations to Bowdoin College.

The historic background of Auburn, dating from the Pejepscot Patent in 1632, reveals, therefore, the clear footprints of three square-toed Americans, all members of the Little clan, plus those of a composite type known as the "Early Settler." The latter included Revolutionary War veterans who were paid in land grants; those who came because their hometown seemed too crowded or their family too large for the old homestead; sailors who had escaped from British ships and had worked their way inland; and younger sons who had left England for greener pastures and new adventures.

The men of the Little family who charted the course of Auburn were Moses, able and foresighted; Josiah, a chip off the old block who made his



*Squire Edward Little (1773-1849), Auburn's great benefactor.*

father's land titles clear and authentic; and Edward, the quiet, scholarly one who was devoted to the best interests of the town.

The latter was a graduate of Phillips-Andover Academy and Dartmouth College and studied law under Theophilus Parsons, who had been the law tutor of John Quincy Adams. Because of his literary bent, Squire Edward Little first established a book publishing business in Newbury, Massachusetts, and later in Portland, Maine, but lost both because of disastrous fires. He then devoted himself to practice of law in special relation to family business affairs and to development of the Maine community which he had adopted as his final home.

Mr. "Early Settler" represented the common man who met the raw forces and carved a life for himself and his family with his bare hands. The story of the Auburn pioneer is heroic and typical. He came here, made his pitch, and then cut trees to clear and plant land. After building a log cabin, he walked back to his home town to get his wife. She rode behind him on a horse that might have been borrowed. It was a long, weary journey to their new home in the wilderness. Guided by eager spirits, stout hearts, and the urge to be free and independent, they were the true heroes and heroines of early Auburn.

## THREE EARLY LEADERS

Squire Edward Little, Squire Andrew R. Giddinge, and James Goff, Jr., were the three significant leaders during the period immediately preceding the organization of the town of Auburn.

Squire Andrew Robinson Giddinge was a leading citizen and mentor of the town of Danville. His father had been a captain in the French and Indian War and was said to have saved his home town of Gloucester, Massachusetts, from starvation by breaking a blockade and bringing into the harbor a privateer loaded with food. He died at sea.

Young Andrew also followed the sea for several years, was taken prisoner by the British, and went on voyages to Brazil, Trinidad, and Ireland. When he was 25 years old, he "buried the anchor" and came to Pejepscot to settle on land that his father had purchased from Col. Jonathan Bagley. He came with a family that included his mother, his brothers, and his sisters. They lived in a house that still stands at Danville Corner, known also as Giddinge Corner. Much of Auburn's early history has been learned from the diaries he wrote and illustrated during his lifetime until blindness stopped him. These diaries are now in the archives of the Androscoggin Historical Society.

Squire Giddinge had a striking personality. He was a great talker and an ardent debater and had very positive convictions about politics, religion, and public affairs. The Squire was a devoted member of the First Congregational Church and always spoke in meeting.

There was an affinity of interest between Squire Little and Squire Giddinge because of their educational backgrounds. Giddinge added natural talent and scholarly habits to the knowledge he had gained at the Governor Dummer Academy.

They also shared a common interest in matters of government and the social order. Squire Giddinge thought nothing of walking the four miles from Danville Corner to Goff's Corner to talk with Squire Little. Both molded opinions and sponsored action in their adjoining communities.

The third leader, James Goff, Jr., was a Minot native. His general store, situated near the present junction of Court and Main Streets, was a community discussion center. Here many important decisions were reached, and Goff shared in them.

He became an extensive property holder and wielded much influence in the community. As a Representative to the Legislature from Minot, he submitted the bill to make Auburn a separate town from Minot. His influence is said to have resulted in the success of the movement.

Chosen to select a name for the new town, Mrs. James Goff, wife of the legislator, is said to have based her choice on the line from Oliver Goldsmith's poem "The Deserted Village" which ran "Sweet Auburn, loveliest village of the plain."

James Goff, Jr., became the moderator of Auburn's first town meeting and was its first Representative in Legislature. His family name is preserved in Goff Street, Goff Hill, and Goff Block. His given name is commemorated by James Street, and a son's given name was given to nearby Charles Street.

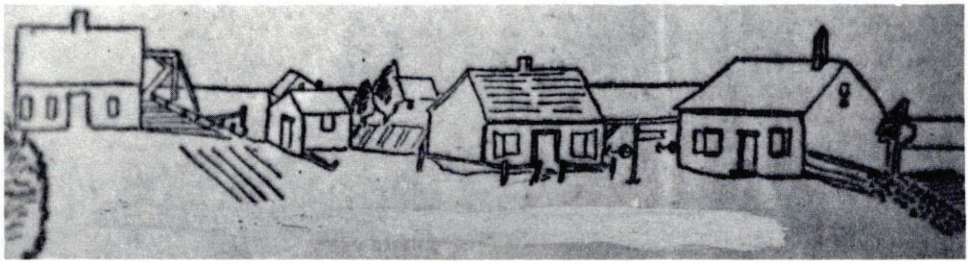
The triumvirate of Squires Little and Giddinge, and James Goff, Jr., did much to lay the groundwork for the present city of Auburn.

## EARLY LOOK AT GOFF'S CORNER

John Marr is listed on an old chart as the first settler in what was in time to become the principal center of Auburn. But Marr sold out to Daniel Welch, a timber man and river driver, who, in 1797, built his cabin at about the present location of a corner of Court and Main Streets. By 1823, when the first bridge from Lewiston was erected, Welch had moved further down-river, and the general store of James Goff, Jr., stood where the cabin had been, thus accounting for the "Goff's Corner" name of the village.

Jacob Read had established a public house a short distance south of Goff's store on the road by the river; and in 1827, Squire Edward Little built his family residence (still standing on Main Street at Vine) farther down the then roadway to Durham.

A description of Goff's Corner at that time shows that Squire Little, resident agent of all the Little property interests, had his law office in a small building opposite the Goff store on the side of the river. Miss Orra Haynes, first teacher in the village, had a millinery shop alongside Little's office, and to the south of it was Barker Brook's blacksmith shop. Opposite Goff's store, on the road from the bridge, Stephen Lowell had opened a store; and other small buildings were going up in the village.



*An original sketch of "Goff's Corner" in Andrew Giddinge's diary. To the right front the general store of James Goff Jr. with woodpile behind it; at upper left, the toll house and entrance to the bridge.*

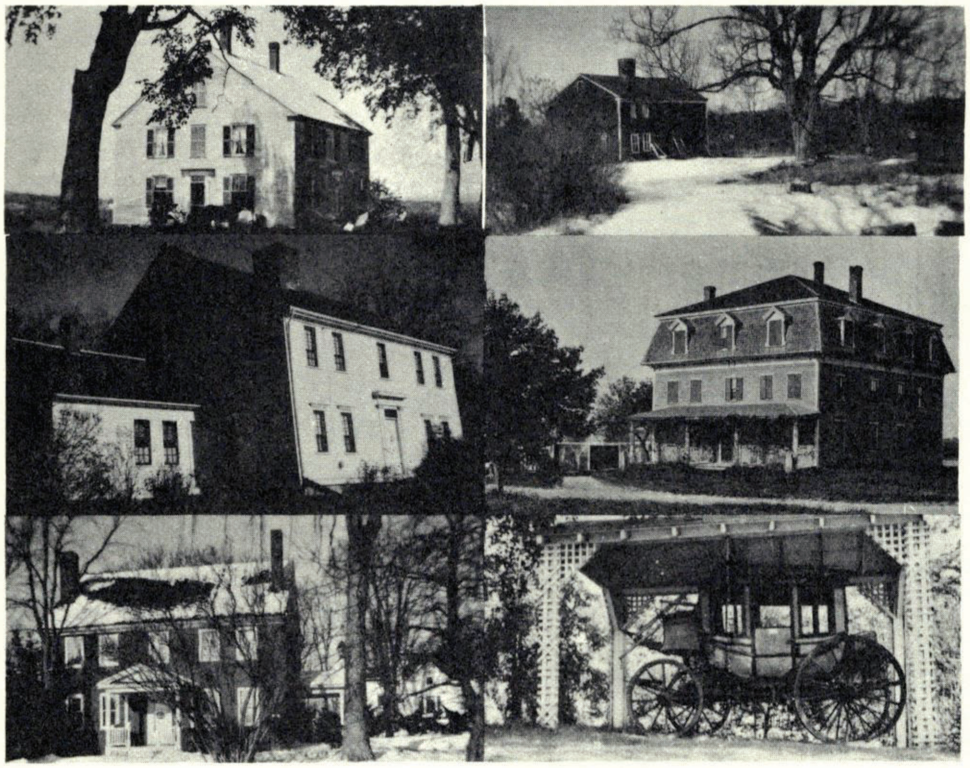
Although this village was to become the principal part of Auburn as years went on, there had been earlier settlements in outlying sections. On the high elevation to the west, known as Merrill Hill, there had been settlements as early as 1789 by Benjamin True; Jabez, Levi, and Daniel Merrill, all from Turner; and by Jacob Stevens, from New Gloucester. In 1791, Elias Merrill of New Gloucester bought out all the proprietors except Stevens, and settled there with his five sons: Elias, Jabez, Marshfield, Daniel, and James.

While Elias Merrill retained the hilltop area to himself and family, Jacob Stevens founded the Stevens Mills area on the west side of Merrill Hill. The Taylor Brook outflow from Taylor Pond being in this area, it resulted in saw, grist, and fulling mill developments by Stevens and others, causing a busy village to grow up there. The Stevens Mills area also offered good farmland, as has Merrill Hill up to this day. Descendents of both these founders, by direct line or marriage, still reside in the respective areas.

West Auburn, also, had its first settler in 1789; and North Auburn, even two years earlier, as neighborhood histories show.

## EARLY MAIL ROUTES.

In 1794, when postal service was established, the road from Augusta to Portland, which was opened the year before by way of Monmouth, Greene, New Gloucester, and Gray, became a government mail route. Previously, letters had been handed from one person to another



**The Stage Coach Taverns**

*In early times before the railroads, stagecoaches carried the mail, passengers and baggage, and taverns were way stations along the routes. Auburn's principal taverns are shown above, as also a typical stagecoach of that age.* (1) *The original Andrew Giddinge Tavern at Danville Corner, mail stop and village meeting place.* (2) *What remained of the Dingley-Trufant Tavern on South River Road before it was torn down in* 1967, *this was the Auburn end of the Garcelon Ferry from Lewiston.* (3) *The Tom Johnson Tavern on Beech Hill Road, still in good condition both inside and out in* 1968. (4) *The famous Littlefield Tavern on the Hotel Road at Littlefield's Corner, so-named because Enoch Littlefield, father of Thomas Littlefield, Auburn's first mayor, had been the tavern keeper; picture taken before the building was transformed into a modern dwelling.* (5) *Loring Tavern, originally run by Laban Loring, now a numbered house on Loring Avenue in New Auburn* (6) *A typical old-time stagecoach, kept under a roof on a Topsham lawn for many years.*

going in the desired direction. Now they were carried weekly by post riders who crossed the Androscoggin River at Auburn.

Another weekly route was established in 1806 from Portland through New Gloucester, Danville, Minot, Turner, and Livermore. Twenty years later a third mail route was opened from Brunswick to the upper Androscoggin River valley towns.

Since 1824, James Griffin had been operating a weekly mail route from Brunswick to Jay, principally to deliver the *Maine Baptist Herald*, which he edited. By 1830, tri-weekly stage lines ran on the primary mail routes.

Tom Longley, famous as a dashing stage driver, put the first coach through on the Portland-Augusta Line. He met the Farmington coach at Littlefield's Tavern, in Danville.

Phineas Clough was the last of the old time stage coach drivers. For many years he drove from Auburn to Turner and Livermore. One of his specialities was to hit the village of Auburn going full tilt and then slide his horses on their rumps to a spectacular stop in front of the Elm House. The railroads brought an end to the romance and glamour of the stage coach days.

## POST OFFICES IN AUBURN.

The post offices in the area now occupied by the city of Auburn, the names of offices, the dates and the name changes, follow in chronological order:

Pejepscot, 1815-1822. Changed to Danville. At Danville Corner.

East Minot, 1817-1835. Changed to West Auburn.

Danville, 1822.

Goff's Corners, 1825-1854. Changed to Lewiston Falls.

Brigg's Corner, 1825-1826. Mail to E. Minot. Became East Auburn.

Center Minot, 1825-1845. Changed to North Auburn.

Nason's Mills, 1833-1842. At Littlefield's Tavern. Moved to West Auburn which became the first "Auburn" Office.

Auburn, 1842-1854. At West Auburn (East Minot) Auburn #1.

North Auburn, 1845-1901. *Changed from Center Minot.

West Danville, 1850-1868. Changed to South Auburn and Lewiston Junction.

Lewiston Falls, 1854 (July to December) changed from Goff's Corners and to Auburn #2, the present office.

Auburn (#2) December 27, 1854. Present office.

West Auburn, 1854-1901. Changed from Auburn #1.

East Auburn, 1844-1845, 1849-1863, 1866-1900. Changed to RFD.

South Auburn, 1868-1891. From West Danville and to Lewiston Junction.
South Danville, 1886-1901. Dis. December 28, 1887 to January 8, 1888.
Auburn Plains, 1889-1901. Changed to RFD.
Lewiston Junction, 1901-1907. Changed from W. Danville and South Auburn,
Dirigo, 1896-1901. Changed to RFD. For Sec. of State Grange.
*Rural Free Delivery started in 1901.

AUBURN POSTMASTERS.

The first post office in the settlement that became the City of Auburn was established March 20, 1825, and was registered as Goff's Corner, then a part of Cumberland County. Postmasters listed include::

Goff's Corner
- 1825, James Goff
- 1826, Edward Little
- 1835, James Goff, Jr.
- 1849, Joseph D. Davis
- 1853, Daniel G. Hall
- 1853, Freeman Newell

July 18, 1854. Changed to Lewiston Falls.
- 1854, Freeman Newell

Auburn registered December 27, 1854
- 1854, Freeman Newell
- 1855, Rufus Penley
- 1861, Silvester Oakes

January 1, 1865. Office Made Presidential Grade.
- 1866, Willard Small
- 1867, Jonathan A. Hill
- 1868, Henry Little
- 1885, Delance Young
- 1890, John C. Blake
- 1894, John H. Twombly
- 1898, Winchester G. Lowell
- 1914, Alfred T. Hicks
- 1922, Ferdinand E. Stevens
- 1934, Michael A. Casey

1935, Lewis W. Haskell, Jr.
1950, Ralph G. Verville, acting P.M.
1954, Donald C. Gautier

The first carrier service was set up in 1887, and the houses were numbered. When youngsters saw the carrier coming, they would shout, "Here comes the penny post!"

The Auburn City Post Office was in various locations in the principal business section, principally in Goff Block at the corner of Court and Main Streets and in Pickard Block on Main Street, until the present Post Office Building was erected at Turner and Franklin Streets in 1909. When the Zip Code system went into effect, in 1964, an additional distribution center was built on Manley Road.

# Chapter 2

## THE IMPORTANT "CURVE LINE"

AFTER Auburn was set off from Minot, in 1842, it remained a town for 26 years before becoming a city. Details of the problems concerning the new town may be read from the records on file in the Auburn City Clerk's office.

An Act of Legislature, recognizing the new town of Auburn, describes the boundaries in just 16 words: "All that part of the town of Minot lying easterly of the 'curve line' so called." Never, perhaps, has so much good land been so simply described.

At that time the "curve line" was an interior line that came down from an old law suit involving Bakerstown. It began on the line between Minot and Turner, near Little Wilson Pond, and ran in a general southerly direction roughly parallel with the Androscoggin River, and continued until it met the town line of Danville. This "curve line" continues to be the western boundary of the City of Auburn with but a few changes.

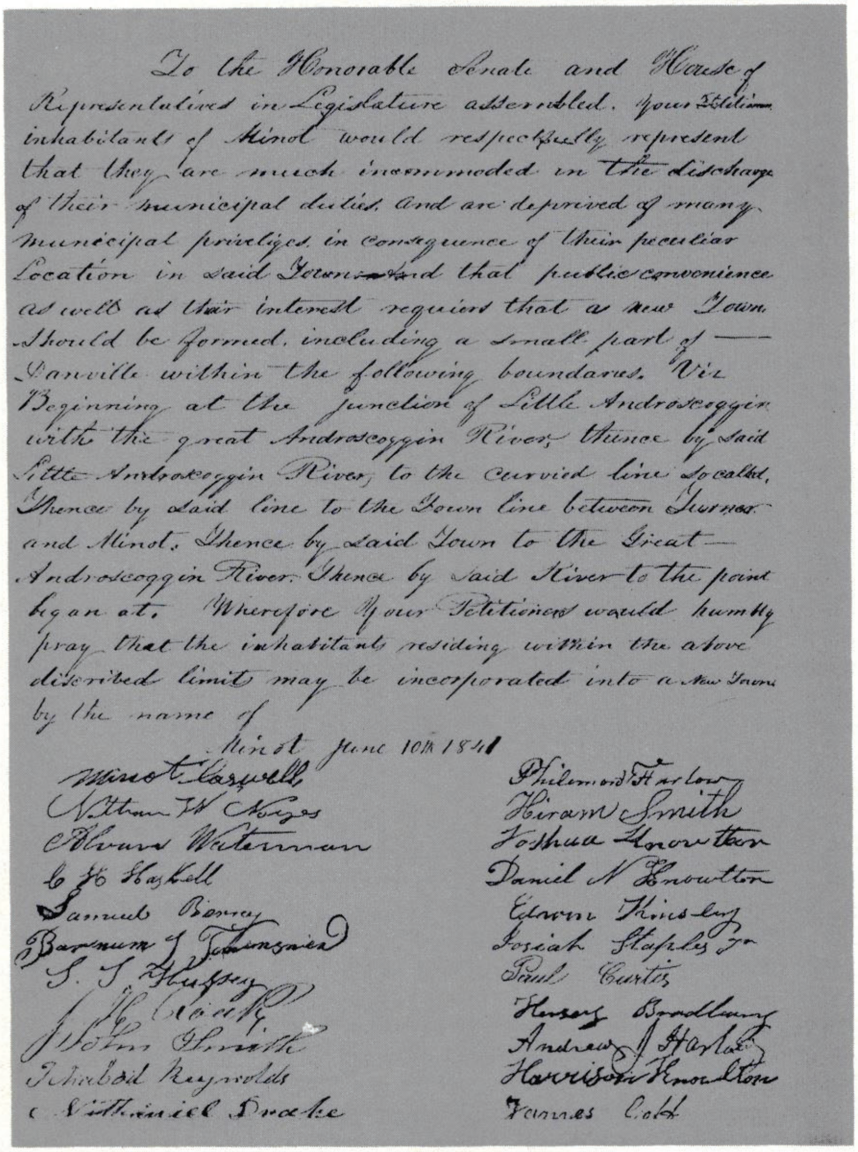
### THE HARLOW PETITION

March is town meeting time in Maine. It was in March, 1841, that a warrant for the division of Minot was first presented at the annual meeting. The next month, the voters endorsed the plan by a narrow margin. Philemon Harlow signed and circulated a petition in June asking for a division from Minot and also requesting that a part of Danville be included in the proposed new town. There were 293 other signatures on the petition.

At that time, Danville's town line ran from the Great Falls diagonally across Court Street, just north of the present parking lot of the Auburn Savings Bank. From there it went straight out to the Minot line on the Mechanic Falls road.

Why did the voters in the eastern part of Minot wish to secede? Although the debates in the State Legislature of 1842 are not officially reported, a good account of their discussions is to be found in an Augusta "thrice weekly" newspaper, *The Age*.

Minot was then one of the largest towns in Maine, being 12 miles long and 9 miles wide. The eastern and western parts had no communication with each other because the principal roads through each led to Portland rather than across country. Consequently, the eastern and western parts had no mutual business transactions and were almost wholly unacquainted.



To the Honorable Senate and House of Representatives in Legislature assembled. Your Petitioners inhabitants of Minot would respectfully represent that they are much incommoded in the discharge of their municipal duties. And are deprived of many municipal priveliges, in consequence of their peculiar Location in said Town—And that public convenience as well as their interest requires that a new Town should be formed, including a small part of — Danville within the following boundaries. Viz Beginning at the junction of Little Androscoggin with the great Androscoggin River, thence by said Little Androscoggin River, to the curved line so called, Thence by said line to the Town line between Turner and Minot, Thence by said Town to the Great — Androscoggin River. Thence by said River to the point began at. Wherefore Your Petitioners would humbly pray that the inhabitants residing within the above discribed limits may be incorporated into a New Town by the name of

Minot June 10th 1841

Minot Caswell
Nathan W Noyes
Alvans Waterman
C H Haskell
Samuel Bonney
Barnum J Townsend
S. T. Hussey
J H Roak
John Smith
Ichabod Reynolds
Nathaniel Drake

Philemond Harlow
Hiram Smith
Joshua Knowlton
Daniel N Knowlton
Edwin Kinsley
Josiah Staples Jr
Paul Curtis
Henry Bradbury
Andrew J Harlow
Harrison Knowlton
James Cobb

*Facsimile of petition of residents of Minot that part of the Town be set off as a separate town – later named Auburn.*

In the opinion of those who spoke on the bill, this fact caused sectional jealousies and a loss of that union and harmony which should subsist between inhabitants of the same town. There was often great difficulty in choosing town officers. Furthermore, the voters in the extreme part of Minot had to travel 9 miles to attend town meetings.

## OPPOSING PETITIONS

Opposition to the Harlow petition soon arose. Several lively town meetings were held in both Minot and Danville. Approximately a dozen remonstrances were circulated. These, together with records of the recent meetings, were laid before the next Legislature.

Some voters who had signed the Harlow petition changed their minds upon "mature reflections", and signed remonstrances. Evidently, the Harlow petition had not been circulated in its entirety. The caption had been cut off, and the signatures had been glued together to make one long paper.

Two stout signers, Oliver Pollard and Zenas Whitman, said that the paper which they signed never even mentioned Danville. That part was attached to a different petition. (These papers are all on file in the State Archivist's office.)

Although a division of Minot was opposed by a large majority, 522 to 310, the Legislature decided that justice required that the town be divided.

The questions pondered were these: when a considerable minority wish their town to be divided and have reasonable grounds for their wish, but they are opposed by a substantial majority, should they yield to the town's majority regardless of the merits of the question or should the Legislature use its own judgment? In this case the Legislature voted to divide the town.

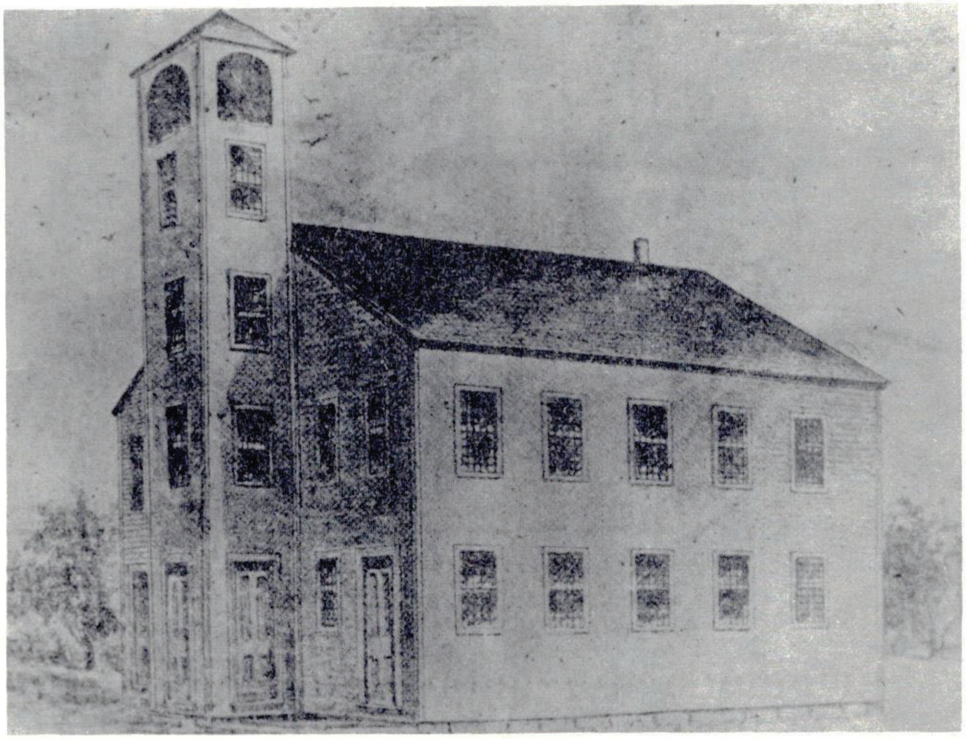
## THE FIRST TOWN MEETING

The first town meeting was held on Monday, March 7, 1842, "At the meeting house near Asaph Howard's." This was the Congregational meetinghouse, built in 1805, at what was then known as East Minot, but became known as West Auburn after Auburn became a town. Thomas B. Little, son of Squire Edward Little, was elected Town Clerk and Treasurer. The first selectmen were Elisha Stetson, Daniel Briggs, and Stephen Packard.

Auburn's first school committee consisted of Orrison Wood, Daniel F. Stevens, and Joseph Keith. The fence viewers were Samuel Emerson, Lewis Bradford, and Greenlief H. Woodman. Charles Whitman was elected the first Constable and Collector of Taxes.

The selection of Tax Assessors, Overseers of the Poor, Tythingmen, Scalers of Leather, and Measurers of Wood and Bark were left to a later meeting.

Twenty-six "surveyors of highways" were chosen for various sections of the



*A rare picture of the old Congregational Meetinghouse erected at East Minot (later West Auburn) in* 1805 *and where Auburn's first town meeting was held on March 7, 1842. This church building was torn down in 1846 and was replaced by the one standing in 1968 on the opposite side of the square at West Auburn. This picture discovered and loaned by Mrs. Laura Lancaster.*

town. An appropriation of $400 was voted for the repair of highways at the rate of "12½ cents per hour for men and oxen."

The town immediately voted to petition the Legislature for the right to a Representative. James Goff, Jr., became Auburn's first State Representative.

## THE PUBLIC SPIRITED LITTLEFIELDS

Thomas Littlefield ranks with Edward Little as a significant personage in Auburn because he did as much as the latter did to shape the destiny of the community, and even more to chart its progress.

His father was the landlord of Littlefield's Tavern, at what is now Littlefield's Corner. In 1843, the inn keeper, Enoch Littlefield, was elected to the Board of Selectmen on which he served for several years.

The next year, 1844, his son, young red-headed Tom Littlefield, became town clerk. Later the young man was elected a selectman; and as Auburn's cityhood impended, he was named Chairman of the Board. These officers were stepping stones to his greatest distinction: Auburn's first and, with one exception, Auburn's longest serving mayor.

Thomas Littlefield was not a man of letters as was Squire Little. Born in the town of Minot, on August 15, 1818, he availed himself of what common school education was obtainable in his day. Out of it, he achieved one of the most remarkable records of public service, one marked by constant accomplishment and spotless integrity. He was neither a grammarian nor a speaker of note, yet his public papers sparkle with his vision. He had the ability to sense the needs ahead and to contrive practical means for their accomplishment. He had indomitable courage, great energy, common sense, and sound business ability. He accomplished his goals.

As Littlefield's faithful biographer, Judge George C. Wing Jr., said, "It does not appear that he possessed that which is called education, but educated he was in the practical affairs of life."

## FITTED FOR LEADERSHIP

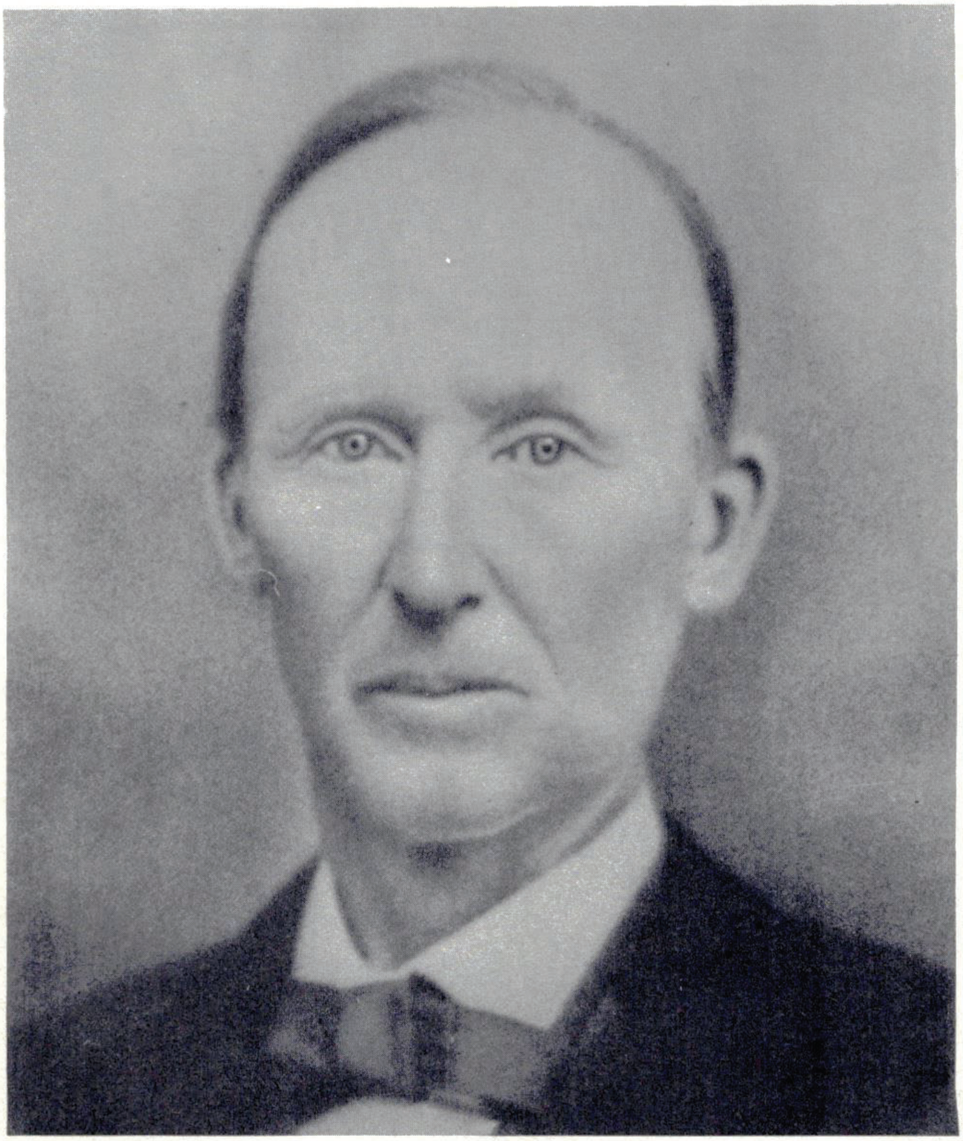
In 1838, Thomas Littlefield began his career of public leadership and service. Then 20 years old, he was commissioned an ensign in the Maine State Militia and continued these military connections until he rose to the rank of Major General in 1861.

In 1849, after serving as town clerk for four years, he was elected as a representative to the Legislature, served as a State Senator in 1851 and 1852, and returned to the Legislature in 1854.

The next year, he became a member of Auburn's Board of Selectmen and except for 1855, served continously for 16 years, most of the time as chairman.

His experience in town administration made Thomas Littlefield a logical selection as the first mayor of the new city. He knew all about taxation and municipal financing, about road and bridge building, about care of the indigent, and about all matters of administration. Besides, he had the faculty for directing the action of others in line with his experience.

Seth Miller, a prominent citizen and businessman, was the mayor of Auburn in its second year. Littlefield was re-elected for the next four consecutive one-year terms, and later returned to office, in 1879 and 1880, compiling a total of 7 years as mayor of Auburn.



Thomas Littlefield, *one of Auburn's most outstanding citizens, who held various public offices throughout the town years, including Chairman of the Board of Selectmen, and then became the first and seven-terms serving Mayor of the City.*

In addition, throughout both town and city years, Thomas Littlefield had many public commitments of consequence, including that of Andoscoggin County Sheriff. Unquestionably, he appears to have been Auburn's busiest public servant of all times.

The unique career of Thomas Littlefield came to an end on April 2, 1889, when he died at his home at 7 Hampshire Street, but recently torn down. All business places in Auburn closed on the day of his funeral. His pallbearers were all former mayors.

## AUBURN BECOMES A SHIRE TOWN.

On March 18, 1854, the Maine Legislature passed an act taking parts of Cumberland, Oxford, Kennebec, and Lincoln Counties to form a new county to be known as Androscoggin. The area included the then-existing towns of Auburn, Danville, Durham, Poland, Minot, Livermore, East Livermore (now Livermore Falls), Leeds, Greene, Wales, Lewiston, Webster and Lisbon.

The intention of the original sponsor of this legislative bill was to have the Town of Lewiston designated as the county seat. This aroused brisk debate, however, and the bill, as passed, provided that the county seat be located in one of the three towns, Lewiston, Auburn or Danville, that then clustered about Lewiston Falls.

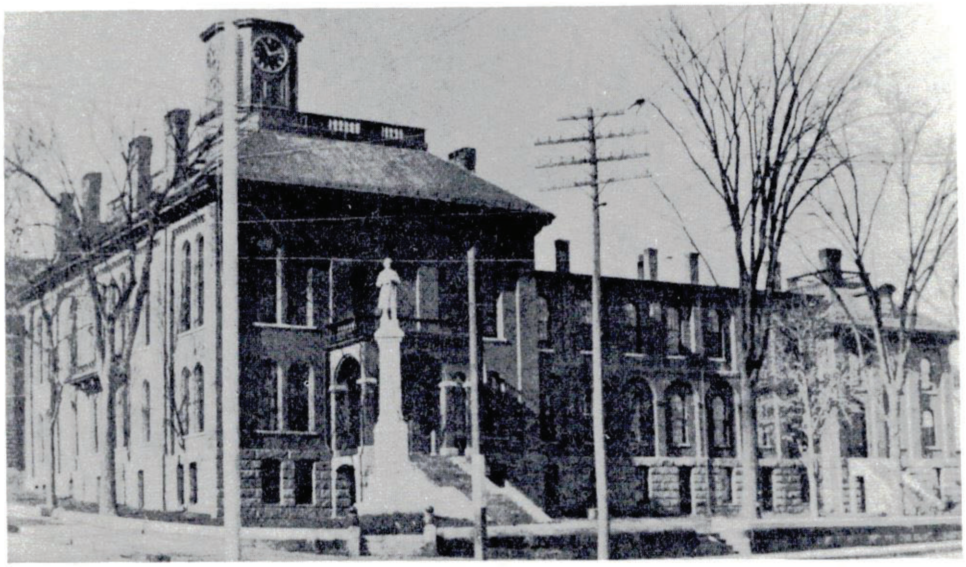
The choice was to be determined by balloting by the voters of the three towns. This led to a lively referendum campaign in all three, but Danville voters cast their ballots in favor of the town adjoining theirs on the west side of the Androscoggin River, and thus Auburn became the shire town of Androscoggin County.

Among those appointed by Governor William G. Crosby to serve as officers of the new county until an election could be held were four prominent Auburn men: Charles Clark, son-in-law of Squire Little, as sheriff; James Goff, Jr., as treasurer; Charles W. Goddard, as county attorney, Nahum Morrill, as judge of probate.

The next big undertaking was to select a site, obtain architect plans and specifications, and proceed with the erection of county buildings. The lot selected was at the corner of what was then known as Main Street, coming straight from Lewiston bridge, and the road branching off toward Turner. J. F. Gridley Bryant, of Boston, was the architect selected; Albert Currier was awarded the construction contract for an $100,000 structure.

While the new building for court house, county offices, and jail, was being built, the Probate Court was held in Engine Hall on what is now North Main Street, Auburn. Other offices were in the Orra Davis house near Auburn Hall, where an offstreet parking lot is now located, and sessions of Supreme Judicial Court were held in Auburn Hall.

The Auburn Hall here referred to was a wooden structure, built on the same site where a brick Auburn Hall was still standing in 1968. The wooden Auburn Hall was built in 1855, because the coming of the railroad to the "Lewiston Falls" section of Auburn and the fact the county buildings were located there, required a "Town House" near the business center. The earlier Town House had been at Young's Corner.



*Androscoggin County Court House, picture taken at turn of the century after Soldiers Monument had been placed on front lawn.*

When the wooden Auburn Hall was destroyed by fire in November 1864, the town, again wishing to befit the modernized scene, hired the architect of the County building to design the new Auburn Hall, and had it built in 1865.

The distinction of being selected as the county seat did much to urge the Town of Auburn toward cityhood. Its pride and and ambition heightened when the new Court House with attendant building was completed in 1857. It is still a beautiful structure, on a sidehill overlooking the busiest section of a growing community; and the local government wished to show appreciation for the added prestige that it brought to the town. This desire resulted in a wholesale changing of street names in downtown Auburn.

First of all, the name of Main Street, which extended from the bridge up the hills to the "Merrill Neighborhood" was changed to Court Street. River Street, that led south from the bridge, became the new Main Street. To eliminate confusion, Maine Street was patriotically changed to Union Street.

A fine grammar school was built upon what was originally called Elm Street. Thereupon, the name was changed to School Street, and a succeeding school building on the same site is Auburn's present city building. A new Elm Street was designated for the part of the County Road from Minot leading into downtown Auburn.

Kilbourne Street became Pleasant Street; and Chase Street, Vine. Spring Street, formerly Pickard Street, did not extend through to Elm Street because an old burying ground was located where the First Universalist Church now stands. This cemetery was moved to Oak Hill in 1865.

Never again have there been so many changes in Auburn street names. Since then, both thoroughfares and names have developed in a more gradual manner.

## AUBURN, THE CITY

The charter that would transform the Town of Auburn into the City of Auburn, was provided by a bill of the 47th Maine Legislature, enacted on Lincoln's birthday in 1868, the Town of Danville having been annexed to Auburn the previous year.

Then the citizens of Auburn had to take the next step and vote upon acceptance of the charter. A special town meeting was held at Auburn Hall, on March 7, of that year; and the charter was rejected by a vote of 606 to 215.

The legislative bill had a provision allowing the charter consideration to come before the Auburn voters annually for the next four years. The next year, by a 452 to 365 vote, the Auburn city charter was adopted, and Auburn was officially incorporated as a city on George Washington's birthday, 1869.

Five wards were designated. Their boundaries have remained virtually unchanged. The first polling places were: Ward 1, Bearce's Hall, North Auburn; Ward 2, the Armory, School Street; Ward 3, Auburn Hall; Ward 4, Penley's Hall, Main Street; and Ward 5, the "Brick School House", on Academy Street.

Auburn's first city election came on March 8, 1869, with candidates competing for all offices. When the votes were counted, a clear plurality was lacking for the three mayoralty candidates. Thomas Littlefield had received 407 votes; Calvin Record, 399; and William Libby, 203. No election was declared.

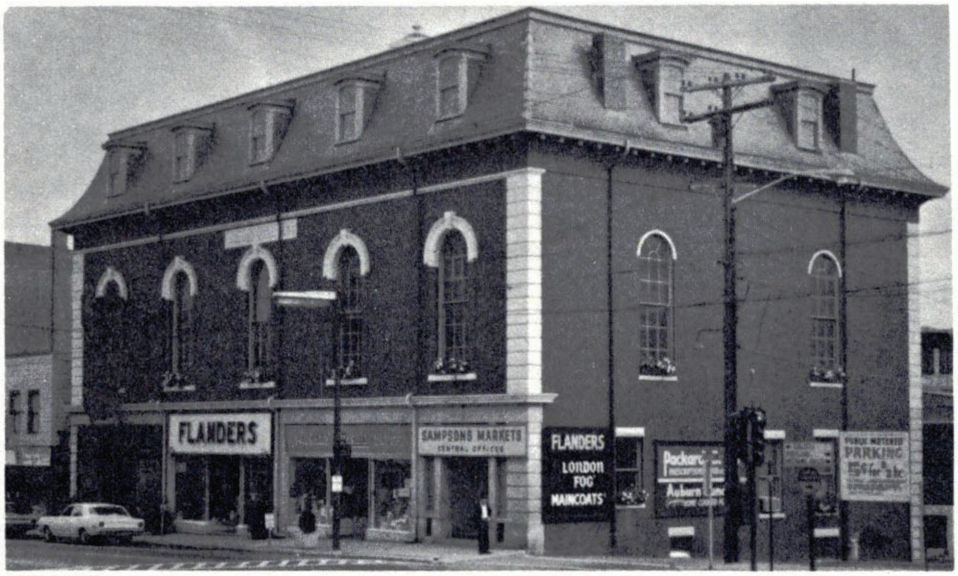
There was also a close contest between five candidates for the three common Council seats in Ward 1. Two were tied at 107, others had 108, 105, and

104 votes. In addition, one of the Aldermen elected from the Ward, William Millett, declined to serve. No election was declared.

This situation was settled at another election on March 16 when Thomas Littlefield was elected mayor over Calvin Records by a vote of 521 to 426. The first City Aldermen were: Ward 1, William H. Keith; Ward 2, Prentiss M. Woodman; Ward 3, Daniel P. Atwood; Ward 4, Jeremiah Dingley, Jr.; and Ward 5, Daniel Field.

The Common Council members were: Ward 1, E. P. Crafts, Alexander Stinson, H. C. Briggs; Ward 2, Silas Sprague, Nathan Briggs, Ezekiel Eveleth; Ward 3, William B. Merrill, Seth P. Miller, O. B. Morse; Ward 4, E. T. Luce, William S. Young, John F. Cobb; Ward 5, Almon C. Pray, George W. Bailey, A. J. Verrill.

Department officers selected were : City Clerk-Treasurer, George S. Woodman; Assessors of Taxes and Overseers of the Poor, Eben Jordan, Jr., James Dingley, and Hiram C. Briggs; Collector of Taxes, Calvin G. Skinner; Street Commissioner, Oscar D. Bailey; Constables, Joseph Littlefield, Hiram Ricker, Harrison O Whitman, Curtis C. Richards, James Flynn, Almon C. Pray, Calvin G. Skinner, and Charles Thurston.



*Auburn Hall on Court Street, Auburn's third "Town House" as it looked in* 1968, 103 *years after it was built. It is on the site of the first "Auburn Hall", a wooden building which burned in* 1864.

These were the men who composed the first governing body for the City of Auburn. Their organizational meeting was held in Auburn Hall, March 22, 1869. Rev. George P. Mathews, of the Court Street Baptist Church, offered the prayer; Mayor Littlefield was sworn in by Judge Nahum Morrill, a justice of the peace; the Mayor then gave the oath to the Aldermen and Common Council members; and his inaugural address followed.

## GEOGRAPHICALLY SPEAKING

Auburn was on the wrong side of Androscoggin River to use its water power potential for multiple textile industry. In an age when motive power for machinery came directly from water wheels, the bay above the falls favored the opposite side as a feeder for a long canal and many mill flumes.

Therefore, Auburn's mill powers were on the Little Androscoggin River, or other lesser tributaries of the big river. Some of these mill sites were quite distant from the settlement by the falls that later became the commercial hub of the town.

The regions now called West and North Auburn were thriving villages in the early years. Both areas were first known as East Minot, but residents referred to them as "The Ridge" and "The Hollow".

At West Auburn, Lapham Brook supplied water power for shops or mills. The outlet of Little Wilson Pond that flowed into Big Wilson Pond (Lake Auburn) powered mills at North Auburn.

East Auburn had water power from Bobbin Mill Brook, the outlet of Big Wilson Pond. Southwesterly from there, Stevens Mills residents used power from Taylor Brook, which flowed out of Taylor Pond.

The only workable water power in the Goff's Corner section was on Barron, or Foundry, Brook which came down through Perryville Gulley.

The villages of West and North Auburn were on the stagecoach route from Portland to Farmington. It was the main route of mail and commercial transportation. Supplies came in, products went back, travelers passed through the villages.

More and more people made these pleasant and thriving communities their destination. The villages became busy centers of grist and saw mills, furniture factories, metal work ships, stores, schools, churches, and social meeting places.

At first, North Auburn was the more prosperous because it had the greatest water power sources. Then West Auburn, on the ridge, attained the greatest significance in the light of continuing history. The reason follows:

## FIRST SHOE FACTORY IN MAINE

In 1836, West Auburn became the site of the first organized shoe factory in the entire State of Maine. Called the Minot Shoe Company, this industry was operated entirely with hand work because shoe manufacturing machinery had not been developed at that time.

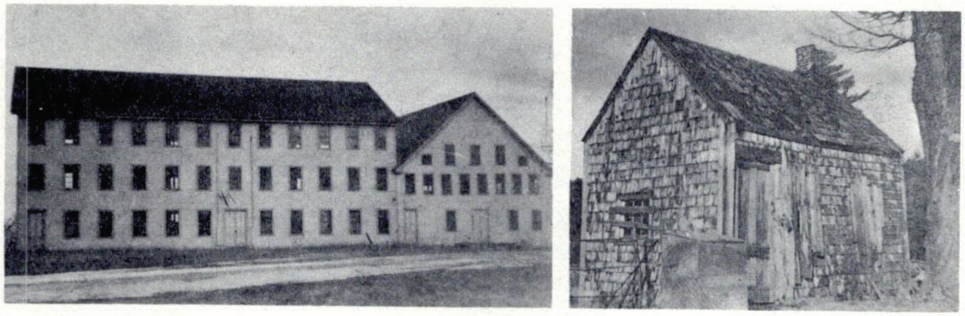
Most of the residents in that area were self-sufficient farmers who added shoe making to their other skills. They provided their own footwear and bartered spare shoes for other goods. Little home shoe shops, called "ten footers", were set up; and a few men would gather to assemble and last the shoe parts after the women folks had sewn the uppers.

Then the Minot Shoe Company tried a new idea. It maintained supplies of leather and findings in a central factory, cut the upper leather and soles there, then put them out for small shop and home work. The finished work was returned and shipped by stagecoach to distant, well-paying markets.

Such former Massachusetts residents as the Packards and Munroes knew about the big shoe markets in the South and Mid-West. They did not, however, know the shoe making trade, as earlier West and North Auburn residents did. Consequently, a mutually profitable enterprise was established.

The first officers of the Minot Shoe Company were Asaph Howard, President; Eliphalet Packard, clerk and treasurer; Charles Briggs and Nehemiah Packard, directors. (The Company was formed in 1835, but actually incorporated in 1836.)

Work was begun in Moses Crafts' home, then moved to the new factory built beside the West Congregational Church, where its foundation stones still remain.



*Maine's first shoe factory, that of the Minot Shoe Company, at what became West Auburn. Sold in 1843 to Packard and Munroe, later and long operated by James Munroe & Co. On the right a picture of one of the last-surviving "ten-footer" shoe shops that preceded the factory.*

## CHANGES OF OWNERSHIP

Jacob Roak, an enterprising young man, from Durham, had been making and selling boots and shoes at Goff's Corner. He hired out as agent for the Minot Shoe Company. When the opportunity arose, he bought out the business and ran the West Auburn factory for a while.

In 1843, he sold the business to Cyrus Packard and Noble Munroe. The business later and long known as James Munroe and Company operated the factory profitably for the next 40 years. As occasion demanded, additions were built and new machinery installed.

Organized shoemaking spread to North Auburn, and the Horace M. Bearce factory in that village was the first manufacturer of copper- toed boots. They had been invented by a Turner man who sought to have his children's shoes wear longer. He sold his patent to the Bearce Company, which in 1859 made more than 25,000 pairs of copper-toed footwear a month and sent 200,000 metallic tips to other manufacturers of boy's boots and shoes. The business grew so fast that another shop was built in Massachusetts to turn out the copper-toed product.

When Auburn became a town which included these two outlying communities, it inherited an industry that made it notable. Auburn has remained the shoe manufacturing center of Maine up to this day.

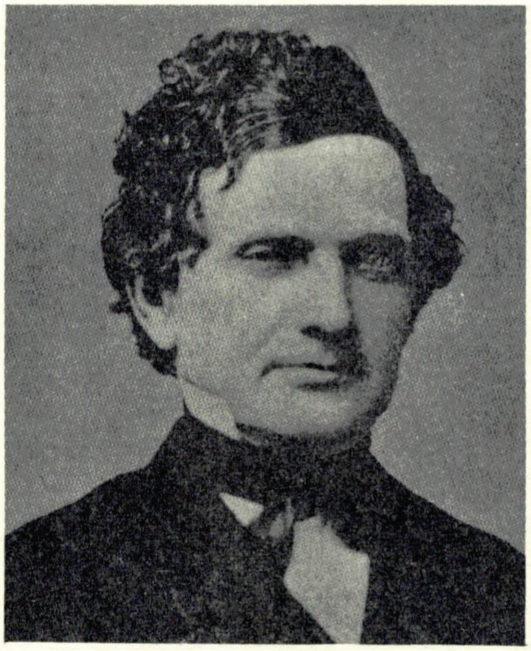
The stagecoach route had been the lifeline for North Auburn, as well as for West Auburn, making possible transportation of manufacturer goods to a greater market. The business tide receded from these villages, however, when the railroad came to Auburn in 1849 and went on across the river by a bridge above the falls. Thereafter, Auburn commerce gravitated to the more modernized area.

## CIVIL WAR BOOM

Jacob Roak had already brought his shoe business down to the new area. In partnership with Samuel Pickard and E. H. Packard, the latter the son of Eliphalet Packard of West Auburn, the J. H. Roak Company began operation in a building on the site of the present Phoenix Block.

Young Packard later set up a shoe shop of his own. Other factories kept developing in Auburn. The great Auburn conflagration in 1855 wiped out a large portion of downtown business places, but the shoe manufacturing growth continued. Roak and other businessmen rebuilt.

By 1859, the eve of the Civil War, there were 25 shoe manufacturing companies in operation in the township. As a barometer of the size of their production, 947 cases of boots or shoes were shipped out of Auburn that year. They went as far South as Mobile, Alabama; and as far West as Cleveland Ohio.



*Jacob H. Roak, Pioneer Shoe Manufacturer and Promoter of Industry.*

Although the Civil War cut off some of their Southern customers, Auburn shoe manufacturers found a good market in other parts of the country because of shortage of shoemakers, a result of the war.

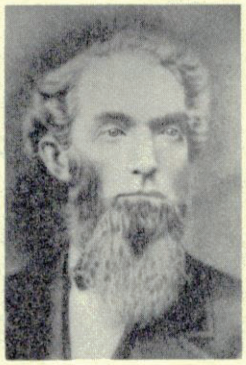
By this time, shoe manufacturing machinery had come into production. A shoemaker in Minot brought his business to Auburn to be near the railroad. Ara Cushman gave his name to this new company; and with the impetus of the Civil War boom, built up a business that in time operated the largest shoe factory under one roof. The Dingley Foss Shoe Company later became prominent in making Auburn one of the most significant shoe manufacturing centers in New England.

Although the War brought business expansion and prosperity to Auburn, it also interrupted the lives of its young men. Nevertheless, Roak, Cushman, Jeremiah Dingley, James Munroe, and others had turned Auburn into a manufacturing center that could use the labor of all the returning veterans.

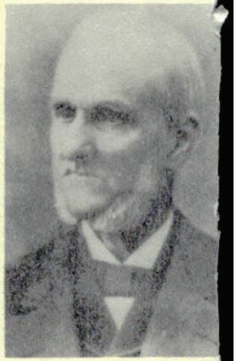
There were jobs aplenty. Veterans married, built homes, and raised families in Auburn. This strong pulse of business pushed Auburn toward cityhood. It can be truly stated that Auburn made shoes, but shoes made Auburn.

## Auburn Mayors During the Old Char

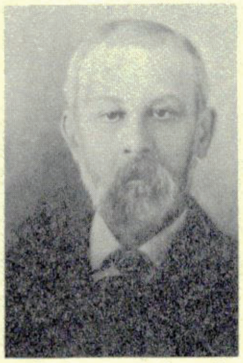
*This space in memory of Thomas Littlefield, Auburn's first and seven times Mayor, 1869, 1871-74 and 1879-80. His picture in preceding chapter.*


*Seth P. Miller*
1870

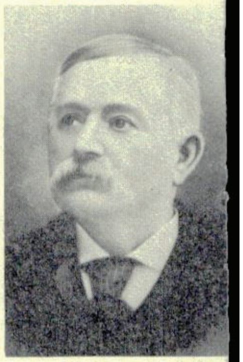
*James Dingley*
1875-76

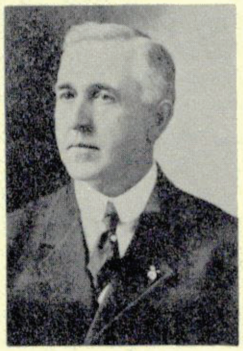

*Hannibal R. Smith*
1877-78

*Albert A. Savage*
1889-91

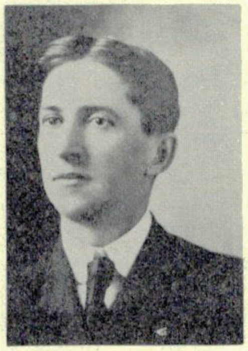

*Winchester G. Lowell*
1892

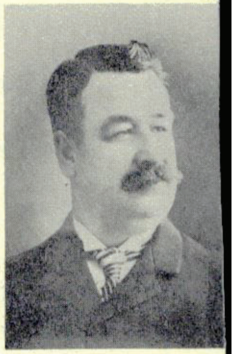
*William W. Bolster*
1893


*Hillman Smith*
1894-95


*Alonzo Q. Miller*
1904-05

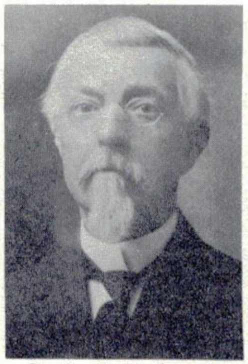
*David R. Hastings*
1906


*John R. Webber*
1907


*Irving L. Merrill*
1908-11

# ne-Year Terms – 1869 through 1917

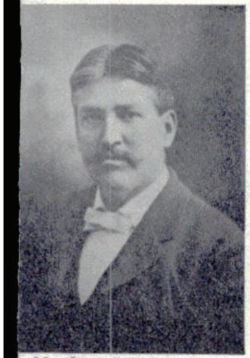
*George S. Woodman*
1881-83



*Benjamin F. Sturgis*
1884

*Lewis W. Haskell*
1885-86

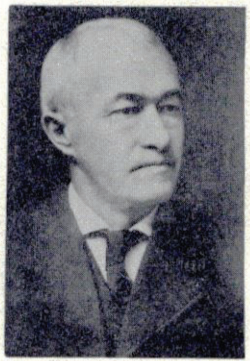
*Albert M. Penley*
1887-88



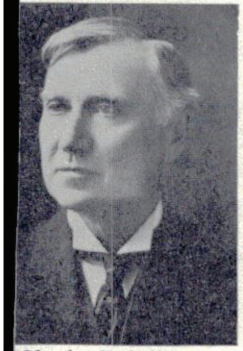
*Nathan W. Harris*
1896-98

*William W. Wiggin*
1899

*John S. P. H. Wilson*
1900-01



*Eben G. Eveleth*
1902-03



*Charles E. Williams*
1912

*Alvin W. Fowles*
1913-14

*Henry R. Porter*
1915-16

*This space dedicated to Ralph F. Burnham, in 1917 the last Mayor under the Old Charter and in 1918-19, the first under the Council-Manager Government. His picture comes later.*

# PART II

## THE BUILDING OF THE CITY

## Chapter 3

## THE DAY OF THE MAYORS

UNDER the bi-cameral form of municipal government which served Auburn during its first 48 years as a city, the Mayor was the chief executive. He was the proclaimer of policies, the promoter of ideas, and a power in finalizing them. He was the head of a two-party government, which is senseless to criticise in light of conditions that existed at the time. It was the accepted format for American government at all levels for more than 100 years; and at state and national levels, still is.

The old form of city government provided for two chambers: a Board of Mayor and Aldermen, one from each ward; and a Common Council, composed of three from each ward. This arrangement allowed wide representation and extensive expression of opinion. It was a form of government that required direct inspirational as well as excutive leadership. The mayors served to provide both.

This type of administration worked well enough for the beginning years of the City of Auburn. It was a system the citizens understood. It was only in the present automotive century, when populations multiplied; problems mounted; and municipal administration became complex, technical, fastmoving, and highly demanding that a more streamlined form of community government had to be devised.

The mayors of Auburn were honorable men, eager to write proud pages in the city's history. They were primarily the prominent business and professional men of the community, chosen by their respective parties because of their fitness and standing, and elected because of the faith that fellow citizens had in them.

Auburn's early mayors, one after another, kept evolving ideas and promoting action that, step by step, built the foundation and framework for the municipal services which Auburn people enjoy today.

### THOMAS LITTLEFIELD, 1869

When Thomas Littlefield took office as

Auburn's first mayor, on March 22, 1869, he expressed in words the code for public service that he had been exemplifying since he became town clerk in 1844, the code that would carry him into more positions of public trust for years to come.

Among other comments, he said : "Our citizens have changed their form of government, hoping thereby to improve their municipal affairs, and they have committed the new government to our keeping, and let us use every effort in our power to make it economical and just, so that when our duties are ended we can feel that they have been faithfully performed. Our responsibility is none the less for the reason that most of us are to perform our duties without pecuniary reward."

As for his individual responsibility, he stated:"It will be my duty to see that the laws of the State, and such laws and ordinances as you may ordain, be faithfully and justly executed and enforced, and I certainly shall not shrink from my duty."

That was a favorite term with Thomas Littlefield; "not shrink from my duty." Friend and foe could verify to that statement.

Another allusion to his inaugural address may show a reason why Littlefield failed of election in the next year, although he won six times after that. It was this: "The very brief period that has elasped since my election will, I trust, be sufficient apology for the very few suggestions or recommendations I will submit at this time."

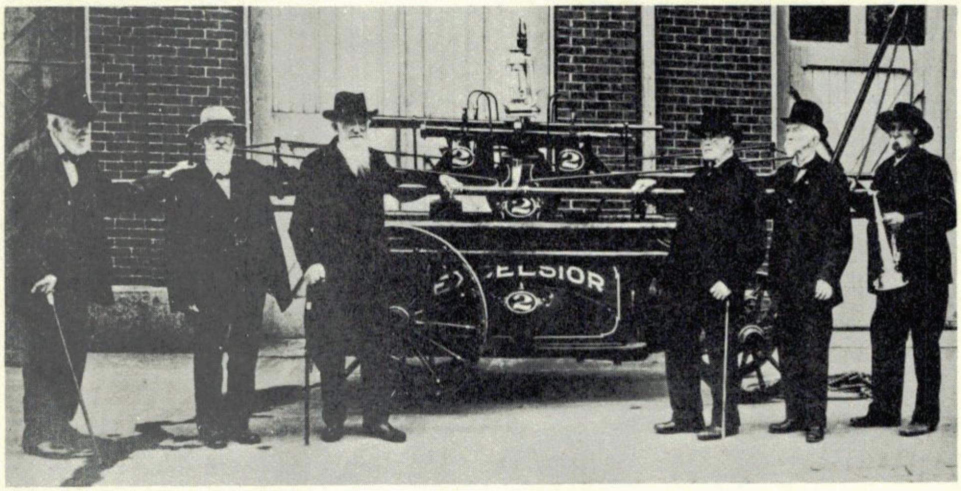
With all his experience in town administration, Littlefield knew that the city's first year was one of reorganization, setting the new house in order, assessment of the needs demanding priority action. In addition to establishing the city departments in working order, and keeping finances on an even keel that year, Mayor Littlefield effected several improvements including the construction of six district school buildings. He was not one to make promises and not fulfill them.

## SETH P. MILLER, 1870

The great concern of Seth P. Miller, who followed Littlefield, in 1870, was the maintenance of a community fire-fighting service. This was a natural reaction to the great fire of 1855 that destroyed 25 residential and business buildings in the center of Auburn, one of them, the large tannery of Miller & Randall, of which firm he was a member.

Miller had been one of the prominent citizens to form the Auburn Village Corporation in 1856 for the express purpose of organizing a separate fire-fighting force in Auburn. Previously, Auburn citizens had been joined with Lewiston men in the Lewiston Falls Village Corporation, sharing the ownership of two hand-tub pumpers for fire-fighting purposes. Auburn now took over Excelsior No. 2 and moved it across the river.

Danger of fire remained in the close-built, mostly wood-built structure, section of Auburn; and Miller continued long after as "Chief Engineer" of the Excelsior No. 2 crew. No one knew better than he how inadequate this one pumper was to the growing town's needs. His fear was borne out when the first "Auburn Hall" burned on November 11, 1864, in spite of all that Excelsior No. 2, plus two handtubs and a hook and ladder crew from Lewiston, could do to prevent it.



*Thirty-nine years after he was Mayor, and when he was* 85 *years old, Seth P. Miller (third from left)and five other old citizens posed beside Excelsior No.* 2, *the hand fire pumper on which they had been crew members years before. Others in order from left to right: Samuel Stetson, age* 95; *Stephen Hayes,* 82; *Judge Nahum Morrill,* 90; *Capt. A. A. Miller,* 70, *and Capt. James White,* 78.

Consequently, when Miller sought the Mayor's office in 1870, his foremost determiniation was to improve the city's fire-fighting service, which was still unchanged from 1856.

He supplemented Excelsior No. 2 with a steam-powered pumper; and he built a fire station at Court and Spring Streets, to house them both. He also arranged that an upper floor of the fire station should furnish a place where the city fathers might hold meetings since the upper floor of the new Auburn Hall housed a commercial college at that time.

## THOMAS LITTLEFIELD, 1871-74

Whereas he had no specific recommendations in his first inauguration address as mayor, in 1869, Thomas Littlefield had several when he was returned to the office in 1871. Moveover, by being elected for three more years in succession, he had ample time to achieve them.

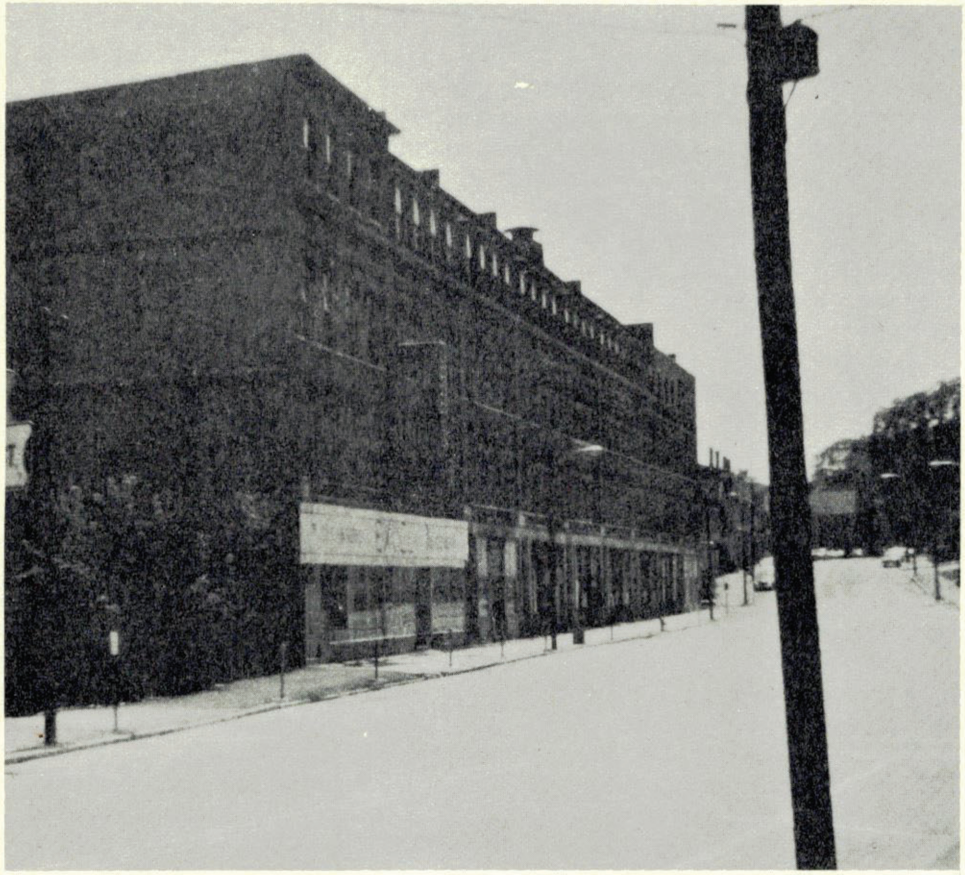
He felt that roads generally were in good state of repair, but that streets and sidewalks in the city should be improved. The sidewalk in front of Phoenix Block was dangerous, he said, "because of its sideways slant toward the street." He considered, also, that there should be ways made for pedestrians to cross the streets without getting "stuck in the mud." This resulted in the laying of granite slab crosswalks.

Mayor Littlefield said that the one bridge then existing between Auburn and Lewiston was "entirely inadequate and in my judgment unsafe." He recommended construction of a better one in its place, brought about a bond issue to effect this and other improvements, and was able the next year to report its completion at a cost to both cities of $40,000. In the 1874 term of his 4-year tenure, Mayor Littlefield culminated the construction of a second bridge between the two cities, now known as "South Bridge", at a cost to Auburn of $25,000.

Another big project was undertaken in 1872, after Littlefield announced that the Legislature had "against all the power and influence which the Maine Central Railroad could bring to bear," granted a charter for the construction of a railroad from the city of Lewiston, through Auburn to the Grand Trunk mainline from Montreal, to Portland, at Danville Junction. Petition for this charter grew out of agitation among Auburn-Lewiston people who claimed that the Maine Central R.R. was a monopoly, charging too high rates.

Mayor Littlefield then expressed the opinion that "In order that we may reap the fruits of this enterprise the two cities should own the road," and asked citizens to give the idea favorable consideration. After a corporation of Auburn and Lewiston officials was formed, Auburn subscribed $74,400 toward construction of the railway. A 99-year operating lease of the branch line to the Grand Trunk followed, in time paying off the indebtedness and continuing annual rental payments to both cities. This is the same Lewiston & Auburn Railroad that local officials were negotiating with Canadian National Railways, in 1968, for a consideration of renewal of the lease.

In the same year, Roak Block, a 4-story brick commercial building, was erected on Main Street. It was destined to become a cradle for numerous industrial concerns that were to make Auburn the shoe manufacturing center of Maine. As Mayor Littlefield stated, "The manufacturing interests of our city which I trust and believe are yet in their infancy should be encouraged by liberal policy." He favored a $5,000 grant to the Roak Block corporation for construction of a new street at the rear of its new building.



*Roak Block, as it looked in* 1968. *This 4-story brick building was erected in* 1872 *by Jacob Roak and associates and became the "cradle of the Auburn shoe industry."*

He continued his discerning interest in improving the public school systems, saying to the City Council, "By provision of our city charter, you are required to elect a Superintendent of Schools and a School Committee. Now in my judgment, the charter should be so amended that the School Committee elected by you should choose the Superintendent and have the power to remove him at pleasure."

Starting in 1872, Mayor Littlefield assumed the operation of the street department in addition to his other duties. This gave him an opportunity to discover that some of those individuals charged with maintenance of the highways by districts "give small service for the amounts that are charged." He then set about to do away with the district arrangement for caring for roads and to put more dependence on one street department.

In 1874, $8,904.70 was expended for laying sewer pipe on Lower Court and Main Streets. In those hand-labor days, this construction employed 127 men for varying periods of time, accounting for $3,374 of the cost.

In the same year, Mount Auburn Cemetery was added to the Old Burial Yard in the Gowell District; Webster Grammar School was opened; and Sixth Street Congregational Chapel was built.

It was during this year that Enoch Littlefield, Esq., famed landlord of the stage tavern at Littlefield's Corner, died; but he had lived to see his son four times mayor.

## JAMES DINGLEY, 1875-76

James Dingley, banker and businessman, followed Littlefield, in 1875. Ecomony was a watchword with him. An able financier and wealthy in his own right, he had concern for the burden of taxation on those of lesser means. He told his associates in government, "I would recommend economy, but not to the extent of letting our best interests suffer for want of means." In his first year as mayor, the city's debt was reduced only $5,800; but, he said, "this was not done by raising the taxation, as our taxes were reduced three mills on the dollar. Yet there is no disguising the fact that our people feel the burden of taxation very greatly."

That year, 12 gas lamps had been added for street lighting, bringing the total to 31. To this information, Mayor Dingley added in his report, "It may be necessary to increase the number the coming year. The expense of lighting is about $50 a month; and as there has never been any appropriation for this department, your attention is called to it."

Roads and bridges had been well kept up, he said, and called attention to the fact that the street department had put in 3,377 feet of new sewers, including 21 catch basins. Sales in the city liquor agency dropped in 1875 to $388.54 for the year. Mayor Dingley, who was a temperance man, remarked, "the amount sold the past year, I am happy to inform you, is much less than former years."

As a caption to his economy career in public office, Mayor Dingley was able in 1876 to reduce the city debt by $23,599 without a raise in tax rate, to accomplish little in permanent improvements, but to maintain favorable city facilities and services.

## HANNIBAL SMITH, 1877-78

The administrations headed by Mayor Hannibal Smith, 1877-78, held to the task of city-making. They instigated the first cobble-stone paving of Court Street from the bridge to Turner Street. The system of sewers was extended; reservoirs and hydrants were installed.

In April, 1877, a freshet destroyed the wooden bridge over the Little Androscoggin River at Littlefield's Corner. An iron bridge over the Little Androscoggin on Lower Main Street, referred to as "near Barker Mill", was deemed unsafe. It cost $4,287 to put in a "first class" iron bridge there.

Relative to bridges, it was in the year 1877 that three separate petitions were made to Androscoggin County Commissioners for a third bridge between Auburn and Lewiston, the first in a succession of efforts for the same purpose that were pursued up through the year 1968. In that year a referendum election was being held to determine if the state should issue bonds to finance the construction of such a bridge. All three of the original petitions were for a bridge "above the falls" to facilitate road travel up-river on the Auburn side. Auburn officials opposed them. The City of Auburn did confirm a petition that resulted in the construction of a roadway from Auburn to Danville Junction, now mostly known as Washington Street, or Highway Route 202 to Portland. Money demands mounted during the two years.

The wooden fire station at Court and Spring Streets was destroyed by fire late in 1878, but the expense of that fell on the following administration again, one with Thomas Littlefield as Mayor.

## THOMAS LITTLEFIELD, 1879-80

When in 1879, the voters of Auburn called Thomas Littlefield back to the office of Mayor, as he said, "after retirement of four years from the cares and perplexities of municipal duties", the aging leader seemed to have lost some of his forward look of earlier years in the same office.

In his inaugural address on the occasion of his sixth election to the mayoralty, his thought seemed to rivet on the growing debt of the city. Although he gave a complete resume of the major debt-increasing expenditures during all prior administrations, including his own, to show that they were in response to citizen requests and petitions or "inavoidable demands of the County Commissioners", he seemed to shy away from sizable new projects.

He was still against retrogression. He recommended satisfactory upkeep of the highways, which, he remarked, "are in much better condition than any town in the county, except Lewiston, and I think they compare favorably with the roads in that city."

There had been marked improvement in the condition of schools during the past few years, he admitted, but his thought was that more should be done. "More school is very much needed in the vincinity of Barker Mill (New Auburn) and I recommend a house be erected at once, suitable to accomodate the increasing wants of that part of the city", he stated. Before the year ended, that school had been built.

It also was necessary to replace the burned fire station at Court and Spring Streets. Mayor Littlefield recommended that this one be of brick. The annual city report for 1879 showed that the brick "Engine House" was built at a cost of $6,786.67, and it was still in use in 1968. Other undertakings of the year included five miles of roadway to Danville Junction and other short sections of road, one leading from West Auburn Road to Lake Auburn House, a resort hotel on the west shore of Lake Auburn.

In-city, there was grading on Main Street in preparation for paving, and several stone crossings had been laid.

The year ended with a cash balance of $14,319.88 and a reduction in the city debt of $2,515.28, a small decrease, but in line with the policy which Mayor Littlefield professed at the start of the year.

When in March, 1880, Thomas Littlefield began his seventh and last term as Mayor, he seemed less inclined than ever to venture large projects in city growth. In fact, he was opposed to several that were being proposed.

The Mayor's opinion varied as to the merit of petitions for new roads within the city. As to one for the location of "a road around Goff Hill", he stated: "which I am of the opinion is not called for by public necessity." As for one from Conant's Mill to the Hackett Road" (now known as Mill Road in New Auburn), a distance of more than a mile, he told the City Council, "I am of the opinion it should receive your favorable action." Mayor Littlefield usually advised action to encourage industry and employment.

It probably was Thomas Littlefield's exact intention, during his last two terms as Mayor of Auburn, to leave the city he had served in like capacity during five previous terms, financially sound and on an even keel for measured progress.

He had induced the giant strides that gave Auburn its impetus of strong start when he served as its first mayor in 1869, and four additional terms from 1871 to 1874 inclusive.

These and the city-making projects of other administrations had cost money, and had built up a bonded debt that must be held in check and gradually reduced. Mayor Littlefield set an example for this restraint in his final terms, during 1879 and 1880. On the other hand, he set the dies for upkeep and continuing enlargement of city facilities, so that paving and sewer construction could continue and streets and roadways gradually be added to the community network.

Moreover, his successor, in 1881, was able to say, "Our bonded debt has been reduced the last year $6,900, uncollected taxes and cash in hand $40,862.86, liabilities above cash resources $209,637.12, which is $6,598.50 less than a year ago."

## GEORGE S. WOODMAN, 1881-83

With nine years of experience as City Clerk, George S. Woodman, elected Mayor in 1881, was well versed in the mechanics of municipal government. During his three terms, he continued the sound administration that Mayor Littlefield had demonstrated, and accomplished much.

He was distinguished for a succession of improved municipal practices that he recommended and effected. Two of these came during his first term.

The first called for an amendment to the city charter, providing for the election of members of certain municipal boards for staggered terms. His recommendation applied particularly to the school board, but he thought that it should also apply to the Board of Tax Assessors, and to the Overseers of the Poor. The purpose was to retain on the boards at all times some members with experience in the work.

The second, in the same year, he stated as follows:"I think the time has come when it would be for the interest of our schools for the City Council to employ a superintendent. Our citizens who are qualified and will accept positions on the school committee all have business of their own and cannot possibly give that time and attention to the schools that their importance demands."

In 1881 he sounded a new note on the conduct of police work. He commented that the regular police force, which consisted of only six night officers, "have performed their duties faithfully and well. If our constables could better inform themselves with regard to the duties required of them by the laws and ordinances, many little annoyances and inconveniences suffered by our citizens might be easily prevented by them."

In 1883, Mayor Woodman enlarged upon this subject by recommending that the same number of night watchmen be employed for this year, and also that one man be employed by day. "I think this is necessary for Sundays and if not a necessity, certainly a great convenience week days," he stated. This change, put into effect during the same year, marked the start of day and night police in Auburn.

He announced another departure in city service in the same year, by these words: "A city team has been employed Saturday mornings in collecting such rubbish as the people wish removed; this has been found to be a great convenience to our citizens that could not be dispensed with."

Other notable developments during the Mayor Woodman regime followed.

In 1881, Highland Avenue and 4th, 7th, 8th, Blake, Denison, and Madison Streets were built; and French Street, now Lake Auburn Avenue, was located. The water service was expanded, and the hydrant service especially improved by the building of a reservoir on Goff Hill (Beacon Avenue). Lewiston and Auburn Horse Railroad Company was organized.

In 1882, the Conant Road, or Mill Road, was completed; Charles Street and Pulsifer Street, running from 2nd to 6th Streets, were built. The Soldiers Monument in front of the County Court House was dedicated in commemoration of Auburn men who fell in defense of the Union in the Civil War. As a complement to this impressive monolith, the city put in its first brick sidewalks, surrounding the area with granite curbings. Steam heat was installed in the high school and Young's Corner school; sewers were laid; Turner and Union Streets were located.

In 1883, Turner Street was paved from Court to Hampshire Street; sewers were installed on Summer, Manley, Goff, Elm, Broad, and 6th Streets.

## BENJAMIN F. STURGIS, 1884

A skilled physician, energetic by nature and highly civic-minded, Dr. Benjamin F. Sturgis served three years as a councilman before he was elected Mayor, in 1884, and afterward two terms as an alderman. By reason of his profession, he was one who traveled the whole community and was able to diagnose municipal ailments as well as personal ones.

One ailment he remarked upon in his inaugural address. "I desire to call your attention to an important matter – the care of the records and papers of the city. You are all aware that the small room on the lower floor of Auburn Hall, which is used for the Mayor's office, and also the Treasurer and Collector of Taxes, is the only room belonging to the city which is available for an office. The room is so small that it is quite impossible for the City Clerk to have any office in it if he so desired. He is obliged to have many of the records in some other place, consequently they became scattered, saying nothing of the possibility of their being lost by removal from one place to another."

He suggested the purchase of one of the stores in Auburn Hall, "if one can be bought for a reasonable sum", to be converted into offices for use of the city. This suggestion was not acted upon until 1897 when the city purchased the nearby Davis House and moved city offices into it.

Much was accomplished during the Sturgis term. The city paid the Horse Railroad $1,000 for laying track to East Auburn outside the highway ditch. The Lewiston and Auburn Electric Light Company was organized, and the first electric street lights were installed. Western Avenue was opened from Dunn's

Brickyard (on Minot Avenue) to Merrill Hill; and petitions were made for a street (later called Denison) across the ravine between Perryville and Fossville (Goff Street) neighborhood.

In addition, Mayor Sturgis's term was one of three between 1882 and 1892 during which the annual appropriation resolve was not overdrawn.

### LEWIS W. HASKELL, 1885-86

Lewis W. Haskell was another mayor who was able during the 1882-92 decade to complete his time in office without overdrawing the annual appropriations. He served two terms, 1885 and 1886; and his administration stayed within alloted funds each time.

A hardware merchant and a contracting plumber by trade, Haskell had an eye to economy in a new kind of way; more use of mechanical equipment. He said that he had noted an improved condition of roads in the rural districts since a road machine had been used. He believed that by judicious use of these machines, expenses could be cut.

"In all the different departments", he said "we should have an eye to economy, in right meaning of the word, remembering while it is evil to run to excess in the expenditure of money, it is also equally as bad to allow any department to get below a proper standard."

In addition to his business interests in the community, Mayor Haskell had been long connected with its fire department; in fact, he had been the Chief, or "Chief Engineer" as it was called at that time. Therefore, another of his desires was to see that department reorganized. The demands upon it were increasing; it had to become a more professional organization.

Chief Engineer Fred Storah, who served during Mayor Haskell's terms, expressed the need for change quite well in these words: "I think some change should be made in the system of payment of firemen. The same system is used now as in old handtub days when men and boys ran with the machine more for fun than money; but now they see no fun in it and run for the pay alone and it should be arranged that men who do the work at fires should get well paid for their labor."

Not long after this, working firemen were better paid.

### ALBERT M. PENLEY, 1887-88

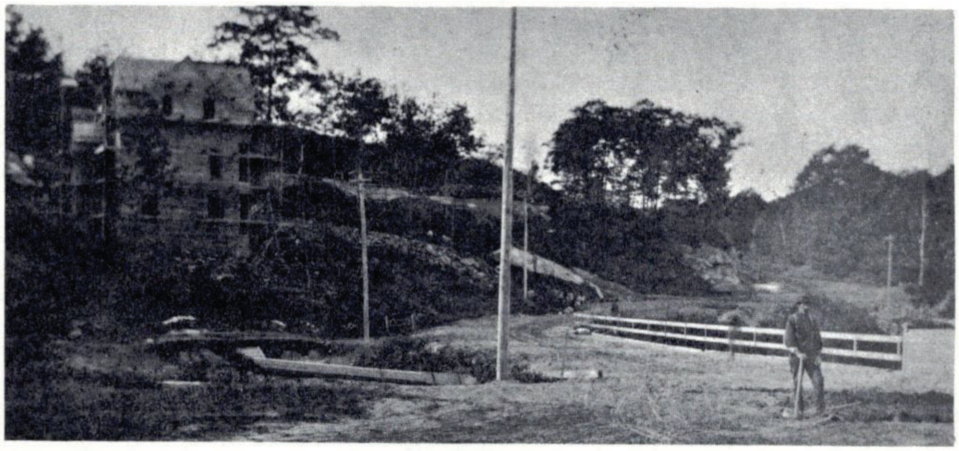
Albert M. Penley, proprietor of a grocery store on Main Street, had an industrious two years as Mayor of Auburn.

The bonds issued by the city 14 years before to build the Lewiston & Auburn Railroad were paid off during Mayor Haskell's term in 1886; and in 1887 the annual rental of $4,500 paid by the Grand Trunk Railway for use of the line was clear revenue for Auburn. Mayor Penley recommended that this be thereafter used to reduce the city's bonded debt, and not for running expenses.

At that time, the laying of sewer pipes was a job of the Street Department. In advising extension of the sewer lines, he made this observation: "We have no plan or record of them, save what the several street commissioners who have laid sewers during their terms of office can remember." He recommended that a plan of the system be made.

Finally, in his first inaugural address, Mayor Penley declared that it was time to establish a suitable place to dump city-collected ashes and waste, rather than use such material to widen streets.

The "Gamage Road around Goff Hill" (Gamage Avenue) was finished during his first year. The "Ricker Road", from Danville Junction to Poland Spring House, was "grubbed out" the next year. This, the city agreed to in return for the Maine Central RR widening its bridge abutments on Turner Street so that the street could be made 60 feet wide.



*Gamage Avenue in* 1887, *showing how rugged the terrain was when "the road around Goff Hill" was put through.*
*Picture from Androscoggin Historical Society files.*

It was in 1887 that the Auburn Board of Trade was organized, and Burnham and Morrill bought the Horse Railway stables on French Street to start a canning factory. This was at the location on Lake Auburn Avenue where a 100-unit apartment house for the elderly was being built in 1968.

In Mayor Penley's second year, the gas street lights were replaced with 29 electric lights. "Several more are needed to properly light the city," he added. The cost to the city, under contract with the Lewiston & Auburn Electric Light

Company, was 20 cents per night per light for not less than 25 nights in the month. The company got its power from a dam on the Little Androscoggin River above Barker Mill.

In 1888, the electric power business grew still more. E. W. Gross and Charles Gay built a dam and power house on the Little Androscoggin River at Littlefield's Corner, under the name of American Electric Light & Power Co. It soon sought and acquired street and building lighting business in Auburn-Lewiston.

This was the year that a Congressional bill became effective granting inhabitants of a city the size of Auburn free delivery of their mail, and the houses had to be numbered.

## ALBERT R. SAVAGE, 1889-91

Mayor Albert R. Savage showed deep understanding of the processes of municipal government and their application to problems of the hour. In all three of his terms, 1889-91, the inaugural addresses of Mayor Savage were pages long, and each sentence had solid meaning. A practicing attorney, well advanced on a brilliant career, it is little wonder that six years later he was appointed an Associate Justice of the Supreme Court of Maine, concluding the last four years of his life as its Chief Justice – death occurring on June 14, 1917.

His first term as mayor came on Auburn's 20th year as a city, and he put before the incoming City Council a charting of the city's outstanding indebtedness and the amount of its reduction during each of the preceding years. "While it is seen," he said, "that there has been practically no reduction of the city debt since 1881, it must be remembered that the city has spent large sums of money in valuable and permanent improvements." Then he presented figures to show how the amounts were divided among different kinds of improvements.

"I believe in the end it promotes the material well being of a city to have good streets, good sidewalks, good sewers and good public works," he continued. "I believe that the city should annually appropriate a moderate amount to continue the system of improvements. But I am convinced that not only because so much has already been done, but because the burden of taxation which must necessarily be borne by the people, we have now reached the point where we can wisely go slow."

He considered the tax rate of 22 mills too burdensome for "the man of moderate means" and too prohibitive to capital seeking a field for investment. In line with his predecessor, Mayor Savage favored the use of the $4,500 lease fee from the Grand Trunk Railway to pay off debts and recommended adding $2,000 to it annually as a sinking fund.

In 1889, the Franklin Company opened all its land north of Court Street and east of Turner Street for enlargement of the Auburn business district.

Passage of a Legislative Act allowing municipalities to assess abutting property owners half the cost of laying a sewer line past their premises gave incentive to considerable extension of Auburn's sewer system during Mayor Savage's terms. Paving was done on Court and Union Streets; and in extending Denison Street to Gamage Avenue a bridge was built over Perryville Gulley. The Merrill Hill School was built on Western Avenue, and a lot was purchased for a new school in Perryville. In achieving a tax rate reduction to 21 mills, Mayor Savage insisted that the tax assessors seek out more personal property for valuation. In carrying out his three-year improvement program, the city's indebtedness was increased only $1,702.

In his last inaugural address, Mayor Savage warned of the approaching altercation between the City and the Auburn Aqueduct Company, The Legislature had passed a bill authorizing the city to give the private concern notice that it would buy all of its property and operating rights. If the two could not agree on a price, a Commission would be named by the Supreme Judicial Court to decide the amount. The Mayor called on the City Council to notify the Auburn Aqueduct Company to to take other required steps to bring about "ownership by the city of its own water works."

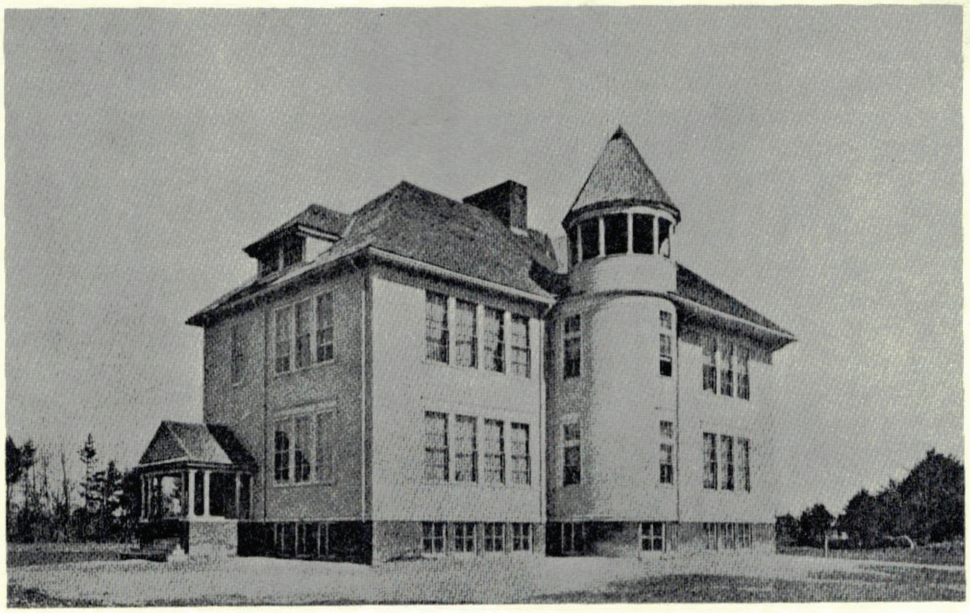
## WINCHESTER G. LOWELL, 1892

Winchester G. Lowell had been an alderman during two of the Savage terms and knew the program of growth in which Auburn was engaged. He accomplished Mayor Savage's move for a new school in Perryville. He went along with the recommendation for a new school in New Auburn, too; and secured a lot for one.

Mayor Lowell carried on the sewer extension program with sections installed totaling 2,706 feet on Spring, Denison, 4th, Jefferson, Troy Streets, and Minot Avenue, including a stone sewer from First Street to the river. Harris and Granite Streets were built on Goff Hill and Spring Street was extended.

The city was not saving much money in those years; there were too many expenditures. The bonded debt had not swelled greatly, yet neither could it seem to be brought below $200,000. Efforts were made to meet bond payments when due, but once or twice money had to be borrowed to meet payments on them. There was not much real budgeting in annual appropriation resolves. An effort was made to equitably allot what could be raised from taxation.

Auburn looked forward to a greatly increased financial burden, created by the buying out of the private concern that owned and operated the city water supply system. The matter was in the courts and the decision would come the next year.



*Washburn School, as it looked when first built on new lot at Whitney Street and Lake Auburn Avenue in* 1892. *An annex was added in* 1951.

## WILLIAM W. BOLSTER, 1893

1893 was the one year that W. W. Bolster wanted to be Mayor of Auburn, and he got his wish. The well-known lawyer was elected by a rousing vote, augmented by appreciation from the citizens for a job well done.

Several times in years past, as City Solicitor, Bolster had engaged in legal jousts with the Auburn Aqueduct Company, owner and operator of the city water supply system. Sometimes he sued in behalf of the city, and other times defended it against suits brought by the company. Out of it he became somewhat a champion of Auburn's cause in the legal fight to take over the water system from the private owners.

Required to act according to the 1891 legislative action, the Commission held hearing and fixed the price at $250,000. The Aqueduct Company took exception to that decision, and a long court hearing resulted during the summer of 1892. The decision was awaited when W. W. Bolster was elected Mayor, but it was practically known that it would uphold the price appraised by the Commission. Meanwhile, Auburn was seeking a legislative act that would allow it to start a water supply system of its own if the Aqueduct Company would not sell at the appraised price.

The legislative action was still pending when, in the March, 1893, city election, Auburn voters made known where they stood on the subject by voting "yes" on the question of Auburn's taking over the water system, and by putting Bolster and his Aqueduct-opposed administration into office by a big vote.

Finally, on May 26, 1893, after it had exhausted every legal means to avoid sale of its rights and property to the city, the Auburn Aqueduct Company acceded to the transfer and accepted the first installment of $100,000 in payment. On June 6, a balance of $91,700 was paid and the city received a deed to the property. The city also assumed the bonded indebtedness of the company in the amount of $56,700, fulfilling the total price of $250,000. A Water Commission was appointed and Auburn was in the water business for itself. W. W. Bolster had realized his ambition, and a mass meeting of citizens was held in Auburn Hall to celebrate the event. His high pride in the city had been expressed in his inaugural address in this way: "If our present growth is now fostered, the anticipation of the future will be realized. We are now the fifth city in population, and seventh in wealth in the State, and it behooves us to take a broad and liberal view of the future if we would continue this increase."

## HILLMAN SMITH, 1894-95

Hillman Smith reached the Mayor's chair at an unfortunate time. The whole country was hit by a financial depression in 1893; and in 1894, when Smith was elected Mayor, Auburn was feeling the full effect of it. The Ara Cushman Shoe Company, Auburn's largest industrial employer was affected; welfare costs rose; and on top of this, 1893 was the year when Auburn stretched its purse strings to purchase the city water works and put them in improved condition.

The city debt alone had been $228,000, and notes and bonds totalling $215,000 had been floated to cover the water works undertaking. There had been an overdraft of $23,933 to finance the city administration. As Mayor Smith said in his inaugural address, "the depression has cast a gloom over our fair city, and today we are suffering from hard times." He pleaded for care in expenditure of the people's money so that "100 cents of value would be received for every dollar spent."

In spite of this situation, the city was under Court order to extend Summer Street "through the valley" to connect with the West Auburn road at Bird Flat, near Lake Auburn; " a piece of work", Mayor Smith stated, that "some of our citizens believed uncalled for and unnecessary." The cost was $6,040. This meant much in that year, with 250 miles of roadway to maintain and streets and sewers to be extended.

In view of the situation, the Smith regime did well to finish the 1894 fiscal year with an overdraw reduced to $10,058, and the bonded debt down to $219,400. Although Mayor Smith planned only on routine upkeep for 1894, it became necessary to build a new armory at the corner of Hampshire and Troy Streets. This also accommodated a Street Department office, with a yard and stables in the rear, for department use. Considering the double purpose, a cost of $6,108 seemed reasonable.

Moreover, in 1895, the Water Board incorporated and assumed responsibility for the water debt of the city. This relieved much of the financial pressure and with the control of its own water supply system, Auburn surged ahead with new hope.

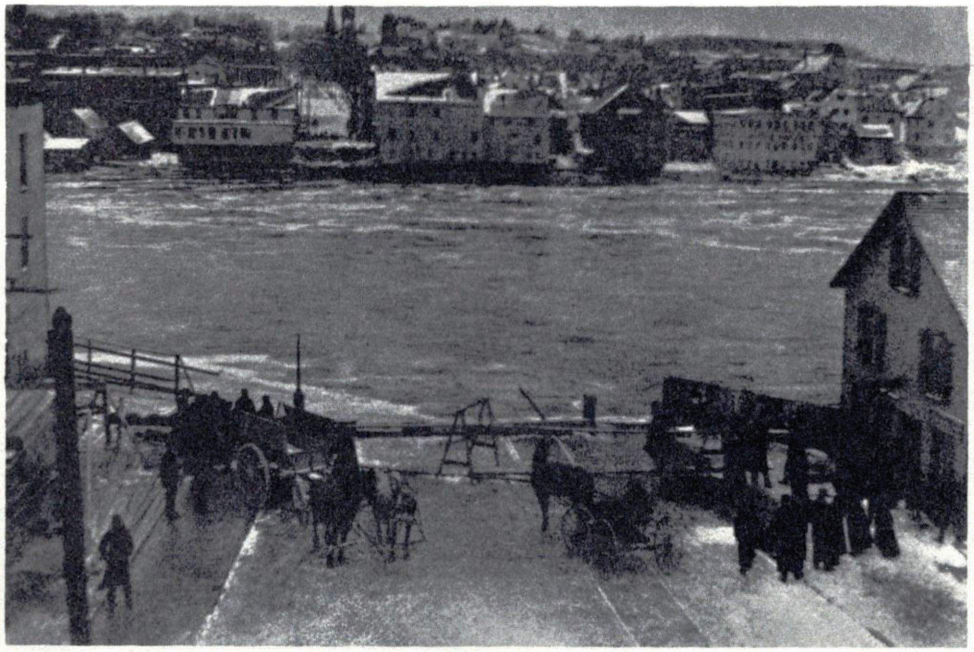
## NATHAN W. HARRIS, 1896-98

The city was still in the throes of recovery from the 1893 financial depression when it was obliged to provide the funds for taking over ownership of its own water works. It was during a readjustment period from these jolts, in 1896, when the Androscoggin valley experienced its worst flood in prior recorded history, creating another state of economic emergency.

Both the North and South bridges between Auburn and Lewiston were swept away, and damage to other public and private property was tremendous. Electric, gas, and telephone services were interrupted. Train schedules were halted by ice floes and washouts, even though railroad bridges held. One man lost his life and many people were temporarily homeless; there was want and suffering.

It all started on the last day of February with a rain storm that lasted for five days. By Monday, March 2, the worst had happened. It was the month for annual city election, and a new administrator was due to take office on March 16. A dramatic description of the disastrous flood was contained in the inaugural address of Nathan W. Harris, who assumed the office of Mayor on that date. At its end, he took a philosophical view, however, saying: "The two bridges, our chief avenues of communication with our sister city of Lewiston, were old and inadequate to the present traffic demands of the two cities. Like an old garment, they might have been patched and made serviceable for a few years more; but their value was not great."

He suggested that both new bridges should be of steel, the North Bridge being one "that can carry a wide and paved roadway." Their reconstruction was readily carried out, with the city governments of Auburn and Lewiston cooperating. By August 10, the new South Bridge was ready for use, Auburn's share of the cost being $24,460; North Bridge was completed on December 29, Auburn's cost being $55,000. These expenses placed Auburn at the legal limit

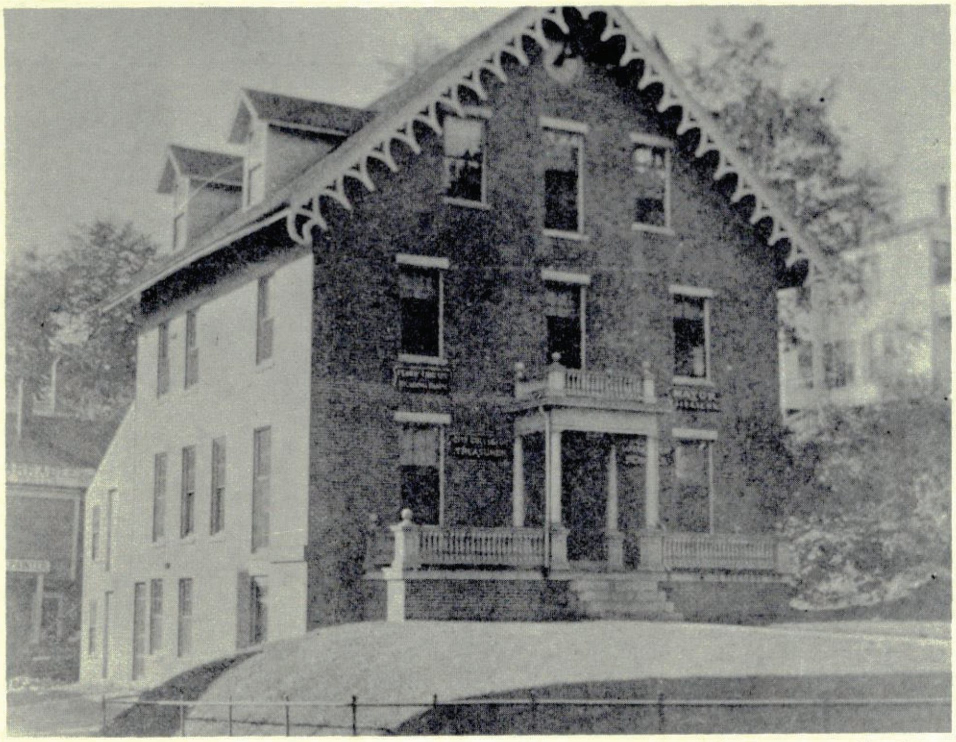


*The bridge was gone! A photograph taken from the Lewiston side looking toward Auburn after the North Bridge over the Androscoggin River had been swept away by the* 1896 *flood.*
*Photo from G. Herbert Whitney Collection in Androscoggin Historical Society Museum.*

of its bonding capacity. Therefore, these costs were met by adding the amounts to the temporary loan for that year.

Mayor Harris then turned his attention to education. He took note that the Smith administration had brought about the construction of a new school building on Park Hill the year previous; he proposed to build one in New Auburn as soon as the current emergency cleared. He made good this promise in his third term by having a new 8-room school built on 6th Street to replace the old Douglas School. He also pointed to the newly-established free public library as an adjunct to the city's educational system.

Mayor Harris was a forward thinker and an action man. He recommended reorganization of the police department, and it was done. The fee system was changed to "fair salaries". The City Marshal was provided with an office in the rear of Auburn Hall entrance corridor, a telephone was installed, and a Deputy Marshal was added to the force so that there would be someone to answer calls day or night. The fire department was placed under the supervision of a Commission. In 1895, the Legislature created a new municipal office, Building Inspector with view to enforcing fire prevention methods in building construction.



*The Aunt Orra Davis house. This former home of Mr. and Mrs. Joseph Davis, which set across Mechanics Row from Auburn Hall, became Auburn's City Building in* 1897 *and so continued until July* 1920 *when the city offices moved to the former Webster Grammar School on Spring Street. The Orra Davis house was torn down in* 1928 *to make way for Auburn Theatre.*

In 1897, the city purchased the nearby "Orra Davis House" for occupation by city offices.

Most of the Street Department appropriation during 1896-98 went toward restoration and upkeep of highways, with emphasis on new sidewalks. Mayor

Nathan Harris, an attorney by profession, had kept the city ship sailing and effected several major improvements, all without increase in the bonded debt.

## WILLIAM H. WIGGIN, 1899

When he took office as Mayor, in 1899, William H. Wiggin was quick to acknowledge that the prior administration under Nathan W. Harris had left the city's financial structure in satisfactory condition. He commented that "Our credit as a city, is second to none. We are able to place our loans at as low a rate of interest as any city in New England. Our bonded debt and temporary loan remain the same as last year." He also found the Water Works Commission functioning satisfactorily, providing more water at lower rates than under prior private operation, and increasing its net income each year.

The proprietor of a well-established women's apparel store at the southeast corner of Court and Main Streets, Mayor Wiggin was a prudent businessman and a most upright citizen. The selection of city officers, he insisted, should be solely on the basis of their fitness to perform the duties entailed. "Our vote should never be given as a reward for personal or party favor. He serves his party best who serves his state best," he warned.

Mayor Wiggin had few new courses of action to suggest, but those that he had were quite positive. "Our present method of appropriating the sum of about $20,000 for ordinary repair of roads and bridges to my mind is all wrong," he maintained. "At the end of the year, after the expenditure of so large a sum, our roads are in about the same condition as a previous year." What he suggested was that a portion of the appropriation be put into permanent improvement of sections of principal roads each year so that in time they would stay in repair. The money which the city had spent on paving city streets was well expended, he said, and recommended that the paving of Main Street be continued from Grand Trunk crossing to Broad Street Bridge (South Bridge). With 250 miles to maintain, he advised retardation in undertaking the building of new streets.

On the other hand, he considered Auburn deficient in sidewalks, and commented that "we should each year do something in this direction, always having in mind that the walks built first should be on streets having the largest amount of travel, also that they should be continuous, not a strip here and there."

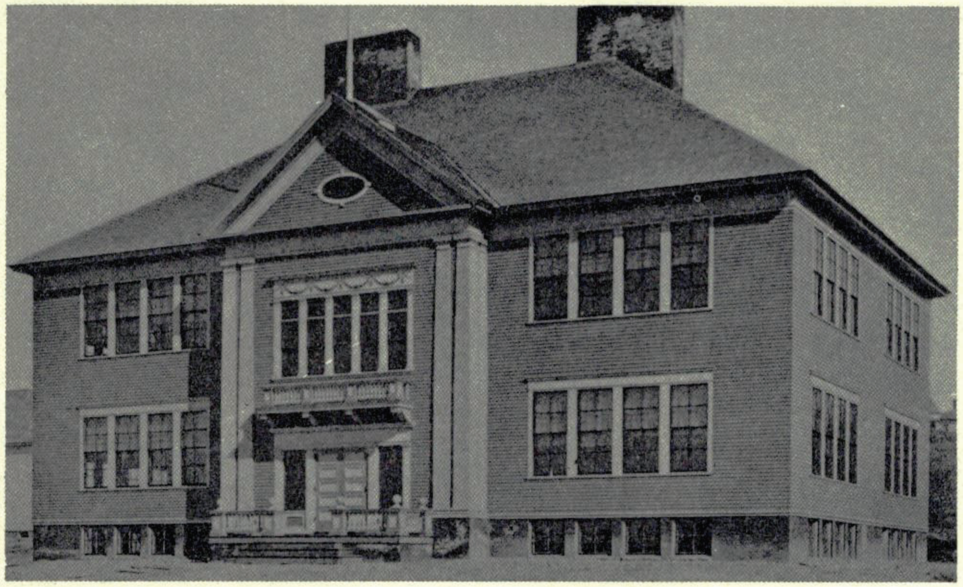
In these directions, Mayor Wiggin produced progress. The next year's Mayor reported: "The matter of continuous permanent sidewalks received so universal commendation from our people that I recommend this to your careful consideration. The past year about 3,000 feet of brick or concrete walks have been constructed, making in nearly every case continuous walks, on Court Street to the Maine Central Railroad, Spring, Pleasant and High Streets south of Court Street and Turner Street to Maine Central Railroad."

## J. S. P. H. WILSON – 1900-01

Another of the outstanding figures in Auburn's municipal history was John S. P. H. Wilson, the middle initials standing for Stockbridge, Patten, and Ham, all names on his family tree.

John Wilson was mayor during a Democratic turn in usually Republican Auburn. A life-long Democrat, he was widely liked regardless of party because of his keen intellect, high character, and genial disposition. His outlook was on the worthwhile factors in life, and he had much concern for the well being of others. These qualities brought him later rewards, as U. S. Marshal at Portland during World War I and as City Manager of Auburn during 1924-25.

Attributes of his character are seen in his opening address on accepting the mayoralty. An able scholar and a teacher during his earlier years, Mayor Wilson made note of the negative approach in the Latin motto appearing on the city seal, "Vestigia Nulle Restrosum" meaning "No steps backwards. "Now, in the progressive new age", he observed, "the motto 'Still Forward' should be added."



*Wilson Grammar School on Dunn Street, built while J. S. P. H. Wilson was Mayor and named in his honor. It was destroyed in the 1933 New Auburn conflagration. Walton Junior High at 7th Street and Mary Carroll Avenue replaced it.*

Nor was his forward-thinking confined to a slogan. In remarking on the high success of the municipal water works since the city had taken them over, he said, "I also think there should be municipal ownership of the city's lights."

He advocated appropriation for an evening school in New Auburn to provide "means of educating those people who are obliged to labor to the sacrifice of even a meagre education." Mayor Wilson also brought about the construction of a new 8-room school on 4th Street, the one later destroyed in the great New Auburn conflagation of 1933. The new school was named Wilson Grammar School, and a picture of it appeared in the 1901 city report. That was Auburn's first annual report booklet to have pictures in it, others being of Webster Grammar School; Washburn School in Perryville, new a few years previous; Edward Little High School; the brick fire station at Court and Spring Streets; the Water Works Pumping Station on Court Street; the City Farm; and one of Mayor John S. P. H. Wilson.

In both his terms, Mayor Wilson called for a beginning in the building of permanent roads, and in his second year suggested purchase of a stone crusher for Street Department use, saying, "it would be a move in the right direction." He pointed to construction of 1917 feet of brick and concrete sidewalks making a continuous walk on Main Street from Court to Laurel Streets, and on Goff Street from Court Street to Gamage Avenue. There had been 1150 feet of new sewer pipe laid, but the system was still "unsatisfactory", he said, and recommended that sewer lines be installed on Goff Hill for better fire protection for the Hill and for Perryville. A hose cart already had been provided for New Auburn.

Finally, Mayor Wilson remarked that the site of the city dumps was objectionable and their odor a menace to health. He maintained that the refuse should be burned in a crematory established away from dwelling houses.

## EBEN G. EVELETH, 1902-03

Eben G. Eveleth was another of Auburn's long-serving officials. An able accountant, he was elected City Treasurer in 1892 and continued for eight years under six different administrations, all Republican. Then, in the 1900 city election, the Democrats, led by Mayor candidate J. S. P. H. Wilson, staged a surprise victory. Eveleth and other Republicans office-holders found themselves unemployed.

During the two terms of the Wilson regime the Republicans reformed their ranks, and in 1902 again took over administrative command of the city. Eben Eveleth, who had been City Treasurer, now became Mayor, and in turn had his picture appear in the 1902 annual report booklet.

Mayor Eveleth, during his two terms in office, held mostly to moderate programs that would meet essential needs, make some advancements, but still conserve the city's financial structure until large emergency outlays of a few years back could be absorbed. He took note of sidewalk and sewer extensions the year previous and agreed that Goff Hill needed sewer service. During his own first year, much highway department work was devoted to granite curbing, cobble ditches, ledge blasting, widening of streets preparatory to sidewalks, combined sewer laying, and paving North Main Street.

The next year, a Legislature-created Board of Public Works took over the street department supervision. Its first year was largely devoted to organization and readying roadways for permanent projects in years following.

In addition, within its two years, the Eveleth administration was responsible for constructing and equipping a new wing of Edward Little High School.

Combined with his report of the continued good progress of the city-owned water works was a report by the Water Commissioners on the growing demands on the system. It was stated that the 28 miles of sreet main supplying the city had outgrown the 10 and 12 inch pipe lines bringing water from Lake Auburn. To increase the flow, arrangements were made to connect the Auburn main from the lake with that of Lewiston.

It was in Mayor Eveleth's second year that the city accepted the Andrew Carnegie gift of a public library. This entailed the unexpected expense of $6,500 for purchase of a suitable lot, but brought the construction of a beautiful public building that has served well to this day.

The following year, Republican Alonzo Q. Miller was elected Mayor and Eben Eveleth became City Treasurer again, to remain in office until Auburn adopted Council-Manager government in 1918.

## ALONZO Q. MILLER, 1904-05

Two stated opinions stand out in the inaugural address of Alonzo Q. Miller at the start of his terms as Mayor in 1904 and 1905. Both envisioned changes in municipal attitudes and methods of administration that were yet to come.

In his first year, speaking of highway department matters and the need to apply more of the annual appropriations for permanent roads, he added, "The time is not far distant, I hope, when we shall receive both State and National aid in the building of good roads, but in the meantime, I maintain that we should do what we can without outside help." What agitation may already have been generated for financial aid from the State in road building, this marked the realization that many highways within municipalities were part of a State transportation system and too extensive for the municipalities alone to construct and maintain. Moverover, it raised a new wonder: how the city was able to accomplish as much as it had up to that time.

The other statement came at the start of Mayor Miller's second year. It was:

"I believe that Auburn would be benefited by a more centralized form of municipal government. In order to avoid retrogression or its twin evil standing still, it would be wise, in the future to make a more careful selection of the man we are to put at the head of the city and than allow him to do something instead of keeping him with his hands tied and hedged about with restrictions, as he is today."

Obviously, Mayor Miller did not have Council-Manager form ot government in mind; its theory was not promoted in Maine until several years later. The term "City Manager" was unknown. Nevertheless, Alonzo Q. Miller, as his father, Seth P. Miller, Auburn's second Mayor, 35 years before, was a businessman and a more modern minded one.

He could see that real responsibility wavered under the existing form of city government, and that experience and authority were intended to guide and administer the affairs of the big business that the City of Auburn now acquired.

Mayor Miller had some cause for discontent in 1905. At the outset of the previous year, he had recommended "that in making the appropriations this year we divide that for highways into two parts, one for repairing roads and the other for permanent roads. We have a good stone crusher and quantities of material are available almost for the asking." It remained for the Board of Public Works to make the division; and it alloted $25,500 to general upkeep of highways, and $1,500 for permanent roads. Only 500 feet on Center Street was made permanent because the stone crusher broke down and cost $96 to repair. The permanent section cost $697, and the Public Works Board laid in an extra supply of crushed stone costing $955.71. In addition, the city was placed in debt for $530 for a steam roller.

In reflecting on this report, Mayor Miller stated; "During the year just past this department expended $31,781.06, no paving has been done and very little permanent road has been built, but the appropriation for highways has been overdrawn about $2,250." He also stated, "I believe the Board of Public Works should engage for at least six months each year a man who shall be a competent engineer and skilled in the methods of permanent road building."

Alonzo Miller never forgot his experience as mayor. When Council Manager government was proposed for Auburn a dozen years later, he was an earnest advocate and helped promote the changeover.

## DAVID R. HASTINGS, 1906

The inaugural address of David R. Hastings, in 1906, was notable for one reason. It was the first in which an Auburn Mayor mentioned the then new means of locomotion – the automotive vehicle.

On the subject of highway improvement, he said; "The permanent improvement, or better still, the good roads question concerns not only the farmer, with his load of produce bound for market, the doctor in his midnight drive through the country, the merchant dispensing his wares through the town, the bicyclist doing his first century run, but also the possessor of our more modern conveyances the auto touring car." Thus did Mayor Hastings, a well-to-do Bethel lumberman who had adopted Auburn as his urban home, point to an emerging demand on the design and durability of highways that would increasingly challenge the science of road building and the public economy. The inadequacy of the old form of city government to cope with the problem became a factor in Auburn's change, 12 years later, to Council-Manager government.

At the time of his statement, municipal administrations were just becoming aware that permanent, hard-surfaced highways were the order of the coming age; but they were unable to develop the means and methods to meet the growing demand. As his predecessors, Mayor Hastings favored more permanent road building but stood for economy, too; no increase in the 20 mill tax rate.

He suggested that the city might reduce its cost of road construction by availing itself of a law passed by the Maine Legislature that same year. This bill allowed municipalities to contract with county officials for the employment of jail inmates on road work. This idea was briefly experimented, but was not satisfactory.

During Mayor Hasting's term, the Auburn Board of Public Works made a start on a new Goff Hill sewer and improved other sewer lines in the city. Because of deep frost in the ground, followed by heavy rains, little headway was made in new highway construction.

Meanwhile, the Water Commissioners had completed a new 20 inch water main all the way to Lake Auburn, supplementing 10 and 12 inch mains. It also had started construction of a new reservoir on Merrill Hill, highest elevation in the city. This project would take two years to complete.

The 1906 administration found problems. Although Mayor Hastings, a Democrat, remarked that political differences were buried during the city election that year, he was occasionally reminded during his term that he was serving with a Board of Aldermen and Common Council of mixed political complexion. In addition, the municipal government was in a controversy with the Water Commission on the payment of water charges on hydrants. The Commission had sued the city. Mayor Hastings advised settlement. An aldermanic committee was finally able to get the Commission to reduce the rate from $30 to $20 per hydrant per year.

David R. Hastings was an able and friendly man, and a good vote-getter. He later became Sheriff of Androscoggin County and also served the County as a State Senator.

## JOHN R. WEBBER, 1907

When John R. Webber took office as Mayor in 1907, the city still had been unable to catch up with the increasing public demand for hard-surface highways. Four years before, a Board of Public Works had been established to cope with the problem; but, as Mayor Webber declared, "It has not accomplished results expected of it." Actually, while maintaining and in some instances improving the general system of roads, streets, and sewers, it had put in only 1,500 feet of macadam highway, and had not been able to complete a planned sewer installation on Goff Hill.

In looking over city reports for six years past, Mayor Webber discovered that the city had "spent over $185,000 in this department and in every year but one it was not able to keep within the original appropriation." From this he inferred "that the demands of the department are so great that it can easily spend whatever appropriation is alloted to it", and that city councils in the past had not been sufficiently familiar with its needs. For this reason, he requested the Board of Public Works in that year to prepare a detailed statement of "what is absolutely necessary to be done, what is under comtemplation, and what it could do if the city will provide the funds." Then, he said, the City Council could act intelligently in making an appropriation and there would be no excuse for an overdraft.

In accordance with Mayor Webber's request, the City Council that year appropriated $35,500 for Public Works, compared to $27,350 for the year previous: $22,500 was for highways, $2,500 more than the year before. There was $5,500 for sewers: $3,000 of it was for use on Goff Hill, and $2,500, on Park Hill.

By the end of the year, the Park Hill sewer was completed, and sections of a new sewer were built on Second and Cooks Streets, an achievement made possible by some money transfers. Of the planned sewer on Goff Hill, only that on Granite Street was done. There had been considerable here and there upkeep of streets, roads, and sidewalks; but as for permanent road surfacing, the report of the Public Works Board had this to say: "The Board realizes that we have the material for good macadam roads in the rocks and stones that abound in our city, but it requires money to break and crush them. Could a supply once be forgotten sufficient for a season's work and an equal amount crushed each year, results could soon be shown. We trust the next City Council will find it possible to provide sufficient money for this purpose."

The Board of Public Works had accomplished one thing, it had finished the year with $37.46 left over from its appropriation, the first in its five-year career without an overdraft. This did not appease the public, however; complaint of the small amount of road building accomplished was greater than before.

The city water supply system now in its 14th year of Commission operation, continued in successful development. It was during that year that the capacious reservoir on top of Merrill Hill was completed and went into use.

## IRVING L. MERRILL, 1908-11

Irving L. Merrill took a bold and expansive view of the needs for improvement in Auburn's city government which he was elected to head in 1908. What preceding mayors had been guardedly critical of, he came out plainly against; reforms they had hoped for or surmised at, he openly advocated. His leadership carried him into the office four times in sucession. It might have been for a longer period but for his untimely death in 1911.

It was Mayor Alonzo Miller, in 1905, who first suggested that something should be done to concentrate responsibility in Auburn's city government, that the city administrator should have more executive power. Now, Mayor Merrill went at the subject determinedly. His reference to it in his first inaugural address was so prophetic of what in a few years would take place that it is worthy of repetition. His remarks were these: "From time to time it has seemed wise and expedient by a majority of our citizens to place several departments under the control of commissions or boards. To such an extent has this been carried on that all of our departments with the exception of the Police Department are now so governed or controlled. This places the City Council in the most unpleasant and unsatisfactory position of being called upon to appropriate and become responsible for the money necessary to defray the expences of these various departments and at the same time it has no legal authority to direct the expenditure of the money appropriated. Divided responsibility can never result in the highest degree of success."

Mayor Merrill explained that dissatisfaction with the existing system of government had become so pronounced that the Auburn Board of Trade was agitating an entire change in the city charter, an action it did bring about nine years later.

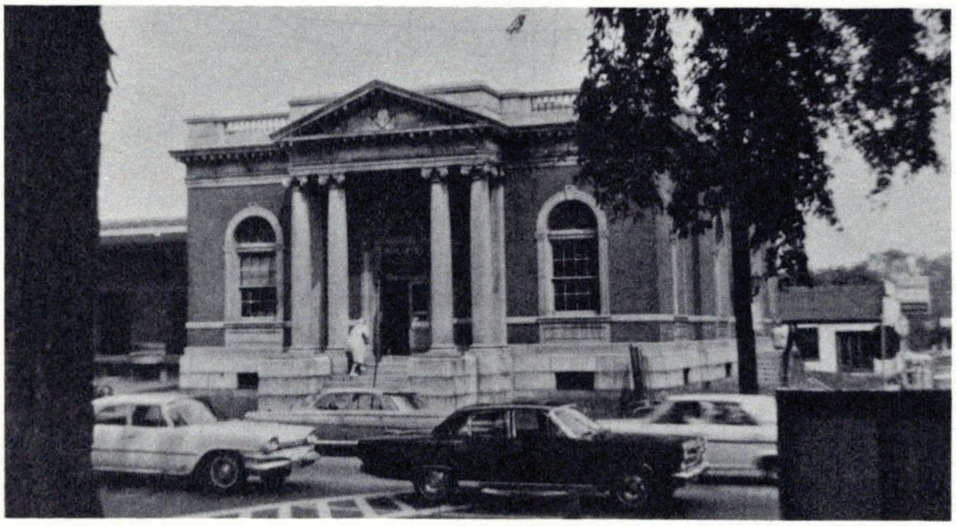
He concurred with the Public Works for funds for an adequate building for the stabling of department horses and storage of its equipment. He also recommended a definite appropriation for the continuance of the Goff Hill sewer, and concluded this phase of his address by saying that while the Board of Public Works continued in authority, it was the City Council's duty to work in harmony with it.

In 1908, a State Law regarding sprinkling of streets went into effect. It called for assessment of property owners in proportion to the extent of their street frontage. Mayor Merrill considered it unfair for a store owner with small street frontage to pay less than a home owner whose grounds had more street frontage. As the result of remonstrance at the 1909 Legislature, this law was revised, leaving it to municipalities to work out the financing of street sprinkling in their own way.

As to schools, Mayor Merrill held more strongly than others before him that Manual Training and Domestic Arts should be added to the curriculum. It was during his second term that both subjects were introduced in Auburn schools. It was this administration, also, that brought about the installation of fire escapes in Auburn school buildings.

Another venture in community service had its start in this year. Under sponsorship of the Women's Literary Union, public playgrounds for children were established, one at the Franklin School grounds on Pine Street and the other on land donated by the Little Androscoggin Water Power Company in New Auburn.

Working in close cooperation with the Board of Public Works, Mayor Merrill found that with proper upkeep of Auburn's extensive road system there was little money left for building of permanent highways. The fact that Auburn received only $910 from the state for highway work in 1908 and had to pay $1,517 in State Highway Tax was good cause for this conclusion. Nevertheless, Public Works crews put in 1,463 square yards of paving in various parts of the city that year; 1,297 yards of sidewalks; 1,700 feet of curbing; and 2,000 feet of new sewers. These additions and other accomplishments put the Merrill administration in for another year by a big majority.



*Auburn Post Office Building erected in* 1909.

In 1909, the Federal government erected a Post Office building at Franklin and Turner Streets, a structure still in use, although destined to be replaced by a new Federal Office Building on a site in the surrounding Urban Renewal Area. Business was good that year. The state stipend for highways was more liberal. Mayor Merrill and a cooperating Council was voted in again.

The year 1910 was a purposeful one, also. Four new steets were accepted: Brookside Circle, and Dunn, Seventh, and North Streets; 3,280 feet of sewer was built on Roak, Sixth, Fourth, Fifth, Dunn, and South Main Streets and Loring Avenue. There were 1,594 square yards of paving laid on Minot Avenue, and 2,000 of "tar-concrete" on Spring Street, from Hampshire to Court.

There had been some criticism of the big Goff Hill sewer installation because it came down Shepley Street instead of Davis Avenue, also because of the $18,592 cost. The reason was that deep quick-sand on the avenue made the other route preferable, and the unexpected cost was due to ledge encountered on Gamage Avenue.

Irving L. Merrill's last year as mayor of Auburn was not as smooth sailing as his others had been. In his first three terms almost all members of the city government belonged to the Republican Party. The 1911 city election, however, resulted in a Democratic majority. This was mostly a backflow from a political upheaval that marked the State election of the previous fall.

The reelection of Mayor Merrill to a 4th term under these circumstances was testimony to the high regard in which he was held by Auburn people generally. He said "My heart swells with, I hope, pardonable pride" at being the second Auburn mayor honored by a fourth term.

Calling for administration in the best interests of the entire city without regard to partisanship, he added, "I believe that the sooner party lines are eliminated from our municipal elections and a form of government adopted which will entirely eradicate party designation from our ballots the better it will be for Auburn." That was exactly what happened seven years later.

The Democratic majority raised no deliberate difficulties in the program of action. In fact, the record of accomplishment, in spite of the illness that befell Mayor Merrill later that year, was one of the best during his 4-year regime. Outstanding progress in the highway department work comprised 4,000 feet in the new sewers; 3,000 square yards in permanent sidewalks; 4,440 of asphalt macadam surfacing on Goff Street; and 2,359 square yards of tarvia macadam on the State Road to Turner.

Mayor Merrill had inaugurated a practice at the beginning of his terms to put all large purchase of equipment and supplies out to bid, and this action proved to be a continued money saver for the city.

There had been extensive repair of city-owned buildings, including schools; and a lot had been purchased for a new Webster Grammar School, on Hampshire Street not too close to the railroad tracks. It was the year of a costly small-pox epidemic, the last one of size in Auburn's public health record. It was also the year that the 45-year lease on Auburn Hall reverted to the city, and the problem of what to do with it hung fire.

Mayor Irving Merrill died of a heart attack on December 5, 1911, at the age of 47. Alderman Frank A. Rendall, President of the Board, was named acting mayor for the remainder of the term.

As a memoriam to the departed leader, the 1911 annual city report contained these comments; "He performed the duties of the various offices to which he had been elected with great credit to himself and eminent satisfaction of all. He was industrious, and his industry was especially noticeable in all the lines of his private and public activity, for he faithfully performed all duties as they came before him."

## CHARLES E. WILLIAMS -1912

Doctor Charles E. Williams, who was elected Mayor of Auburn in 1912, did not attach great importance to hard surfaced highways, a position contrary to that of his predecessors and to public opinion.

On taking office, he said: "A good road is one which is in good condition for use from snow to snow again, whether it is made of material at hand or is macadamized. The former may be as good in every way as the latter, numerous stretches of gravel road attest. To have all the main travelled roads leading into the city put and kept in the best condition possible with the materials at hand would be much better for the city than to have an asphalt road running through it direct from Portland to Augusta."

To this he added, "The direct State road is desirable, but good roads on all routes leading to the city benefitting all our citizens to the greatest extent, are much more desirable and should receive more consideration and outlay."

As one who, in his years of medical practice, had travelled all kinds of roads at all times of year, the elderly doctor held that "clay roads should be gravelled and sandy roads should be clayed", and that nothing was as good to keep them in shape as a use of a drag after rainstorms.

In spite of Mayor Williams' attitude as to permanent highways, the administration that he headed accomplished a considerable record in that line. For instance, it expended $65,018 on highways, one of the highest annual amounts in this term in Auburn's history to that date. Of this, $10,880 went toward completing 8,000 feet of Auburn's share in the state road from Portland to Augusta, about which the mayor was not enthusiastic. This highway, leading into Auburn through Danville Junction, was called "State Automobile Road", Maine's first.

In addition to extensive repair and improvement of Auburn's road system, both urban and rural, the 1912 administration put in 1,762 square yards of asphalt in macadam on Goff Street, and 521 on Court Street; 1,733 feet of new sewer, of which 1,500 feet was on Goff Hill; 7,364 yards of tarvia sidewalks; and 959 yards of street crossings.

The Williams administration also went to the expense of $11,587 for the purchase of land on High Street, procurement of plans and specifications, and other preliminaries adherent to the construction of a new Chamberlain Primary School. The old building, on Academy Street, by the railroad tracks, had outlived its usefulness.

Another expense for the city was occasioned by the increasing infestation of browntail moths, filling trees all about the city with their white nests, and divesting trees of foliage when caterpillars came forth. Private individuals were being paid 5 cents for each nest they brought to the city building, and before the year was over Auburn had retained C. B. Wittaker as its first city forester and set up a crew to remove the pests from city-owned trees.

## ALVIN W. FOWLES 1913-14

An entirely new political factor intruded itself upon Auburn's 1913 city election. Inspired by Theodore Roosevelt's nation-wide campaign for return to the Presidency on a platform of governmental reform and forceful action in the public interest, a large segment of Auburn citizens declared themselves adherents of the new Progressive Party and offered a full ticket of candidates for city office under that name. The Progressive ticket, headed by Alvin W. Fowles, a "live-wire type of retired businessman," as mayor, swept into office with principal pledges: to conduct a non-partisan business administration and "to securing, if possible, an amendment to the city charter providing for a commission form of government."

There was another pledge mentioned in Mayor Fowles' inaugural speech; that no member of "the Board of Government should participate in contracts with the city. I ask you therefore to stand with me and to show our citizens that we practice what we preach". He recommended that all purchases of size be passed upon by a committee of city government members and that "competition be encouraged."

His talk to the Councilmen bristled with ideas and recommendations, such as these. First, Auburn had two outstanding needs, a new city building and a playing field for boys, "young and old". In reference to the costs involved, he called attention to the fact there was $30,000 in unpaid taxes covering the past six years, a condition no businessman would tolerate in his own business. "There may be some building money right here", he remarked.

Second, as had mayors before him, Alvin Fowles considered that Auburn

VULCANIZING CO.
TURNER ST.
AUBURN, ME
LUBRICOL GREASE & OILS
X 6660

*Gasoline and oil service in the early automotive age.*

was noted for its good schools and that they should be kept at high standard. He reminded his associates in the city government that one of their principal responsibilities of the year would be to bring about the construction of a new Chamberlain Primary School on High Street. Citizens were also looking forward, he said, to the time when a modern, new Webster Grammer School would be built on the Hampshire Street lot already procured for it.

Third, he called attention to the condition of school buildings that had gone out of use in outlying districts. "Not being used the past few years," he said, "they are fast falling down. These should either be repaired or sold in the near future, as very soon they will be beyond the stage of usefulness to any one."

Fourth, the new mayor advised that he would approach the subject of highways with some trepidation, not only because it was the costliest and least satisfactory of the city departments, but because so few citizens realized "that this town is over 13 miles long and that we have nearly three hundred miles of roads to look after." It appeared to him a great waste of time for one man to be responsible for all of it. He suggested the appointment of an inside commissioner to have charge in the city proper, and an "outside" commissioner, in the country districts. As an alternative, he asked councilmen to consider the advisability of purchasing a "runabout car" for the commissioner's use, also a truck for the highway department. The Council failed to act on these suggestions but did authorize the purchase of a chain-drive Seagraves truck, mounted with chemical tanks, for Fire Department use; Auburn's first automotive fire-fighting apparatus.

Mayor Alvin Fowles' "Progressive" administration brought to light some leaks in the city's accounting system. It also tried hard to accomplish something outstanding in the way of road building, spending more on it than usual.

Mayor Fowles was himself automobile-minded. He knew that the "hubbly" in-city cobble-stone paving was too rough for motor car travel. He had heard of a new road building practice of taking up the old paving stones, splitting each one crosswise to make two flat surfaces, then relaying the halves with concrete base and binder. It was called "grouted" paving, and the Mayor wanted to install it. It made a smooth, hard surface, but was costly. No funds were available for it the first year; but in 1914, 3,520 square yards of it were laid on an in-city portion of Minot Avenue. In addition, State aid gravelling of continuing sections made Minot Avenue a little more desirable for motor vehicle travel as far out as Haskell's Corner. Some grading and gravelling was done on the road around Lake Auburn to attract car owners to that scenic drive.

It was the Fowles administration that put into effect traffic rules attuned to the increasing automotive age and added one needed patrolman to the "regular" police department, making six in all.

The new Chamberlain Primary School, a brick structure on High Street was completed and put into use. Street lighting was improved in the business district. A forestry department was maintained, principally to combat a browntail moth infestation. City Forester C. D. Whitaker carried out considerable surgery on city owned trees and in his report recommended woodland parks, as well as the planting of trees along city streets.

He warned then of a "noticeable infestation of elm-leaf beetles in many parts of the City," saying that this insect was "destructive, hardy and capable of increasing in large numbers." Forest Whitaker ceased employment in Auburn in 1915, and his warning went too long unheeded.

In 1914, two new streets, Gill and Tenth, were built; High Street was surfaced with waterbound macadam; 1400 feet of new sidewalks were constructed on Gamage and Minot Avenues; and 1,200 feet of new sewers were laid on Turner, Western View, Eighth, Court, and Josslyn Streets. The year's cost, however, were much reduced from those of 1913.

In taking office for his second term, in 1914, Mayor Fowles said: "The experience of the past year has revealed to me, and no doubt it has to you, that our city must either obtain more money from some source or the standard of improvement must be lowered to suit existing conditions. Just how this will be done will be one of the great questions for you to consider very soon."

This remaining thought had much to do with Auburn's approaching turn to a new form of city government.

## HENRY R. PORTER 1915-16

Henry R. Porter was a man of few words and proclaimed that fact when he took office as Mayor of Auburn in 1915. He said, "I am not strong on conversation, as you probably have noticed or will notice during the course of my administration. I will do my best, but say but little."

A brusque, big-hearted, four-square individual, who had made a success of the lumbering business before he took up residence in Auburn, Mayor Porter made himself understood in words which, if brief, were nevertheless strong and clear.

His first inaugural address was a model for brevity – 550 words. In it he said that he realized that it had been customary in the past "to read over reports of the various departments and comment more or less generally upon the hopes and ambitions that the Mayor has in regard to each." This he dispensed with, saying, "As to the finances of the city I can tell you little at this time, and for that reason I cannot tell how much we may be able to accomplish in the way of permanent improvement. If we have the money we can do much, but, if after investigation we find that the appropriations have been overdrawn to the tune of thousands of dollars then we must go without much. The bills of this city like the bills of a private individual must be met and paid. It is for the best interest of all."

He was a good businessman and, true to his promise, held to an economy program all that first year and finished with a sizeable cash balance. The city's obligations were met, its part in the State automobile road was carried out, and existing highways were well maintained. More than that, the Porter administration floated a bond issue and started the construction of a new Webster Grammar School, on Hampshire Street.

In beginning his second term in the office, Mayor Porter was able to say, "We have proved, to our satisfaction, at least, and to the public, I believe, that the City of Auburn can be run throughout the year and inside the appropriations by most careful economy, but we have also learned that little, if any permanent work can be accomplished."

He had discovered, as had preceding mayors, what a wide area the City of Auburn covered; and how extensive was its road mileage, compared to that of other municipalities in Maine. He also concluded that Auburn's base of taxable property was insufficient to furnish the revenue needed to progress beyond mere maintenance of city services without raising the 20-mill tax rate that had been applied for a decade. Permanent roads were needed, and now there was an immediate call for more money to complete construction and equipping of the new grammar school.

Mayor Porter confronted the Councilmen: "It is for you to determine whether the citizens of Auburn would be better satisfied if the city stood still or whether it would be better to make some permanent yearly improvement in our city, even if it is necessary to add a couple of mills to the present tax rate."

The Council decided to raise the rate to 22½ mills. In consequence, the grammar school was finished and furnished. Hillcrest, Wilson, and Fifth Streets were built. Nearly 5,000 square yards of paving was put in, mostly on Minot Avenue. Permanent walks were installed around the new school building and on five streets. Crosswalks were established at 12 locations. Debt payments were met on schedule, and the year finished with a $10,000 cash balance.

## RALPH F. BURNHAM 1917-19

The end of "The Day of the Mayors" in Auburn brought to a close an era of two-party politics when a part-time mayor, five aldermen, and 15 councilmen, all newly elected each year, were expected to keep an industrial city, with far-spread land area and some 16,000 inhabitants, progressing on a businesslike basis – an administrative feat few had been able to accomplish.

For a dozen years past, mayors, at the ends of their terms, had been citing the futility of trying to keep city services up to modern requirements by the means and methods allowable under the existing system. Three had suggested an entire change in the form of government.

For two years, the Auburn Board of Trade had been studying a new form of non-partisan, council-manager government advocated by authorities on modern municipal administration; and in January of that year, 1917, it instructed a committee to draft a legislature bill providing such a kind of city government for Auburn. The bill asking for a Council-Manager charter was presented to the Maine Legislature before the regular March election took place, but it was not an open issue in the election campaign. The only commitment of Ralph F. Burnham, the Republican candidate for Mayor, who won that year, was that he wanted to see Auburn "grow and prosper."

*Ralph F. Burnham, New Auburn druggist, who was the last Mayor to serve under old form of city government and the first under the Council-Manager charter.*

Even when taking office, on the third Monday in March, the only specific recommendation that he made was that Auburn build a new city building, "not necessarily an elaborate structure, but a comfortable, pleasant-to-look-at building that we will be proud to call 'our City Hall'. "

The inflating cost of labor and materials before the year ended, because of United States involvement in World War I, forbade this undertaking. It likewise hampered much additional municipal accomplishment that year. The Legislature's passage of the bill for a new city charter, however, and its adoption by Auburn voters in a September referendum election, were to make Ralph F. Burnham the "swing" Mayor from the old to a new form of city government.

An era was heralded when Auburn's Mayors would be chief executives for ceremonial and parliamentary, but not for administrative purposes. Hereafter, a full-time City Manager, retained because of his fitness, would administer the affairs of the city in accordance with state laws, the city charter, and ordinances and legal orders of the City Council. The Mayor would preside over Council meetings and share in conferences, but he would have no vote except in case of a tie.

This would not, and has not, prevented Auburn's Mayors, elected under the Council-Manager charter, from fathering many proposals for improvement and growth of the city. They have, by their advice and recommendations, declared position on public affairs; and especially, by the naming of citizen-participation groups, contributed greatly to Auburn's advances over the past half century.

The day of the Mayors as administrative leaders in Auburn was passing. The day of the City Managers was at hand.

# Chapter 4

## AGRICULTURE AND ALLIED TRADES

THE misty, long ago records of agriculture in Auburn are obscure. Perhaps the best source of information is "The Indians of the Androscoggin Valley", by Charles Starbird. He states that the Indians of Auburn were an advanced and superior tribe. Unlike many Maine Indians, the Anasagunticooks were intelligent farmers, and their crops provided an important part of their diet. This unusual aboriginal tendency was encouraged by the great fertility of the Androscoggin Valley.

The early white settlers, who came after the Indians departed, of necessity, had to engage in agriculture of a sort which later became highly developed, although extremely primitive at first. Even those who operated sawmills, gristmills, and other businesses so necessary to convert the forests to farms, villages, and later cities, were farmers to some extent. The minister – and later when there was one, the doctor, lawyer, and school teacher – engaged in some primitive agriculture. Pastoral life was for all.

The pioneer settlers of Pejepscot and Bakerstown lived in log cabins and suffered the hardships incident to transforming the forest into farms. As late as 1833, Amos and Andrew Giddinge killed a bear weighing 200 pounds in the woods near Danville Corner. Ploughs could not be used by reason of stumps and logs. The implement most commonly employed was a rude hoe of great weight, made by the nearest blacksmith. There were no carts. Manure, when used, was handled with wooden shovels and carried to the fields in hods. Hay and other crops were dragged to the barns on ox-sleds or "poled in" by hand. Heavy scythes were fastened to straight sticks or crooked alders cut in the swamps. Indian corn, the staple food, was sown directly on the new land after it had been cleared and burned over; and it was allowed to grow without being hilled. This rude form of husbandry enabled the inhabitants to live at distances from travelled roads.

The flesh of deer and moose, then abundant in the region, furnished the meat; the hides supplied material for boots, leggings, caps, and jackets. Fish were plentiful.

### BEGINNINGS OF AGRICULTURE

Much of Auburn was blessed with a soil more fertile than some of the early settlers realized. The first clearings were from three to five acres. Lowland frosts were a problem with corn; therefore, the pioneers generally settled on the hills. Wheat and rye were hardier. Wheat was soon to become a staple and necessary crop and continued to be so for many years. Farming in Auburn was not only a means of livelihood but also, until recent years, a way of life for a majority of rural citizens. It later became a commercial enterprise.

A farmer may have bought oxen, sheep, a cow, and a hog. Sheep and goats were needed to make cloth. These animals must have fed on browse as there was little pasturage. Hay was raised as more land was cleared. Shortage or failure of the corn crop sometimes reduced families to starvation rations eked out by game and salted suckers. Potatoes came to be a staple crop, and with pork, beef, and mutton, assured a full platter. Numerous kinds of peas and beans were grown. Work on the farm left little time for hunting. Maple trees supplied the sweets. Men travelled miles for salt. Berries became more plentiful as land was cleared. Apple trees were planted early from seed. Hard cider was in great demand.

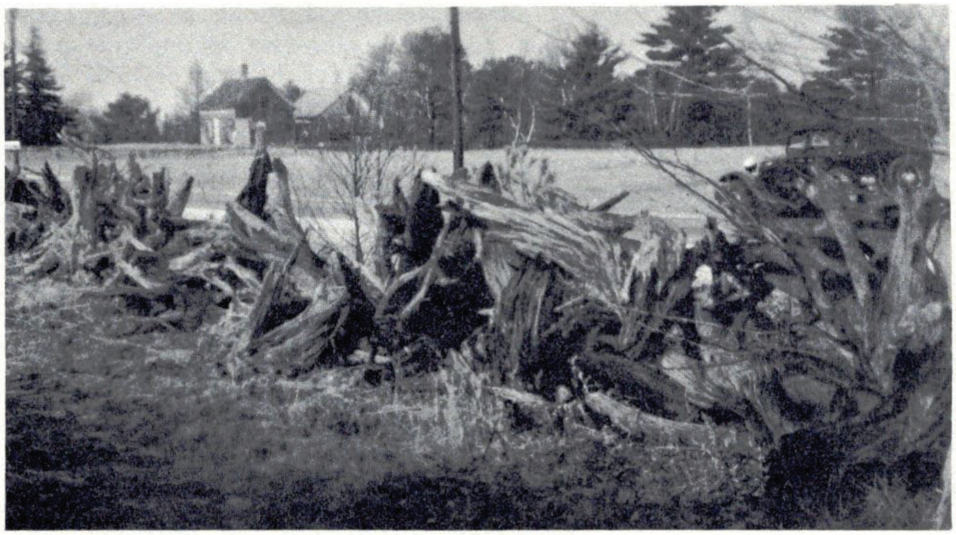
## PIONEER DAYS

Storage for crops and livestock was a problem until lean-tos could be built. Potatoes and root crops were stored in pits in the ground. Some livestock wintered in the open. The "English" hay on the uplands was poor, seeded from chaff and given no care. Marsh hay was cured and stacked on platforms or hauled home.

The farmer fashioned the wood work; and the blacksmith, the iron parts of scythes, rakes, and pitchforks. Wheeled carts and hay racks were unknown in the early settlement. Home-made ox-sleds with stakes were used. The pioneer generally decided to clear and burn new land for his corn rather than stump, rock, break up, and fit a piece of sodland for his crop. However, the many stone walls are mute evidence that many chose the harder way. The stumps also went into fences. The plow, harrow, and other implements were made of wood and scrap iron, by axe, adz, and pod-auger. Yet, in spite of his tools and his methods, which were the best he knew, the Auburn farmer, with the exception of a few dollars' worth of salt and iron, was sufficient unto himself.

Pioneer ancestors were not only farmers and lumbermen, but small scale manufacturers as well. The whole clothing industry flourished in every home. Wool was cleaned, carded, spun, woven, and made into dresses and suits. Knitting needles and quilting frames were busy. Festoons of dried apples and pumpkin hung from the rafters, and the big brick oven was crowded every Friday with the weekly baking.

In his shop, the farmer repaired his tools and made pails, firkins, and barrels. He had his own butcher shop and packing plant. He doctored his stock, and fashioned furniture, ox yokes, and moccasins. In the spring, he turned to



*The last of the stump fences. Picture taken by John E. Libby at Hackett's Mills in* 1930.

making maple sugar and worked up wood for winter fuel. This round of duties and the winter's logging occupied the year. It was a laborious life, but it had its compensations. Depressions had little terror for the thrifty farmer. He was sturdy and self-reliant, lived wholly by his own labor, and saw his property increase year by year. This was the breed that defied the Indians, the wilderness, the droughts of summer, and the storms of winter—yes, even King George the Third himself.

## HARD TIMES

During and after the Revolution, heavy taxation and inflation caused great hardship. As a result, many Massachusetts people came to Maine, including Auburn, to escape taxes which they could not pay. These were the farmers who slowly began to produce a small, but growing surplus for outside markets. Beef was in demand and could walk to market. Then came butter, cheese, apples, cider, vegetables, lumber, and hand-made articles. This was the start of craftsmanship and commerce in Auburn. Shoes were one of these items.

The War of 1812 and the Embargo Act of 1807 affected Auburn somewhat less than it did southern and eastern Maine, but it did suffer as others from extreme cold of the spring, summer, and fall of 1816. Snow fell in June, the ground crusted over and crops were frozen to the soil. People wore great coats and mittens. Ice formed on July 5 and again in August. Distress due to crop failure, following the hardships of the Embargo Act and the War of 1812, led to the "Ohio fever", and many farmers went West to cleared, rich lands, which had no rocks and no taxes. Then came the "Marino fever". Suddenly it subsided, and fortunes were lost; but the wool yields were greatly improved. Hiram Briggs of Auburn had one of the larger flocks: more than two hundred.

With the coming of the stage coach and the improvement and expansion of roads, the number of horses increased rapidly. The Morgans and other good stallions were imported from Vermont and elsewhere. Gigs and four-wheeled wagons began to appear. Farmers could raise and carry surpluses to market.

The opening of the West; the Erie Canal; and, later, railroad transportation led to the decline of wheat and eventually other grains, plus beef, sheep, and hogs. The banner wheat year was 1838. Farmers then turned to potatoes, and in 1840 the Maine crop ranked second only to that of New York.

## CATTLE AND HORSES

The improvement in native or black cattle was rapid. First were the beef or dual purpose breeds such as Devons, Milking Shorthorns, and Beef Shorthorns. Then followed Herefords and later milk breeds: Jersey, Ayrshire, Holsteins, and Guernseys. The Turner Center Creamery, formed in 1882, moved to Auburn and later sold to Hood, obtaining milk from Auburn herds.

Saddle horses were used in the early days by ministers, doctors, mail carriers, and travelers before there were many good roads. Some of them were used for light farm work and stage coaches, and more for roadsters and trotters. Maine furnished nearly all of the good trotting stock of any note in the country for many years. Maple Grove Farm, on old Turner Road, owned by B. F. and F. H. Briggs, was a famous source of good trotters. Dr. John A. Ness, outstanding breeder of Ayrshires, bought the farm in 1904. Maurice ("Billy") and Clayton Hackett occupied the farm in 1968, with a large herd of Holsteins. Across the road, H. S. White and Sons, Inc., maintained a large Jersey herd, and dairy farm, called "Whiteholm."

## AUBURN ORCHARDS

Apples have always been a leading fruit in Auburn. Natural fruit at first, they were used for hard cider and dried apples, or for apple sauce and apple pie. After 1830, grafting came into fashion, and through the years there have been many varieties having short popularity. Currently, the leaders are MacIntosh and Red and Golden Delicious. The present day orchards on Perkins Ridge developed by Bancroft and his son, Otto

Wallingford; and John and his son, Eugene Wallingford, were among the largest and best in Maine and in the Northeast. The Bancroft Wallingford farm was sold in 1968 to West Breeze Orchards Inc. Another excellent orchard is that of Philip Hiitt, of West Auburn. Many fine smaller orchards dot Auburn's landscape.

*Maple Grove Farm on Upper Turner Street where B. F. and F. H. Briggs raised famous trotting horses. Later owned by Dr. John A. Ness, more recently by Maurice and Clayton Hackett.*

## STATE FAIRS

The first state fair was in Hallowell, in 1820. The Maine Agricultural Society (Fair), incorporated in 1855, held a show in Lewiston in 1871. In 1881, the Maine State Fair became an annual event in Lewiston; and Auburn people were prominent as officers, exhibitors, and supporters. Towns and Granges held fairs. These events offered needed recreation for rural people and a change from ceaseless toil. There, one could renew friendships, meet in competition, discuss new topics, and increase his agricultural knowledge.

Officers of the Maine Board of Agriculture, established in 1852, were Robert Martin, of Danville; and B. F. Briggs and J. L. Lowell, of Auburn. David S.

Stevens, of Goff's Corner, was a member. The Maine Pomological Society, incorporated in 1873, had many Auburn members. Otto Wallingford served as Trustee, Director, and President. Auburn citizens were also active in the Maine and the Androscoggin Poultry and Pet Stock Associations.

## THE GRANGE

The Grange was and continues to be the largest agricultural organization in Maine. N. B. Tracey, of Auburn, was a leading spirit in starting the organization in Maine, in the early 1870's. The panic of 1873 was one factor which sped the growth. Farmers tried to take over the function of the middleman, but did not meet with success in Auburn. The Grange had a profound influence on agriculture both educationally, socially, and economically; and, at times, politically.

*E. H. Libby and his daughter, Mrs. Nellie Hascall, each of whom served* 35 *years consecutively as secretary of the Maine State Grange.*

Auburn had, at one time, more Granges than any other town in the state, six in all, four now active: Auburn No. 4, 1874; Danville Junction, 1874;

Stevens Mills, No. 294, 1887; Rowes Corner, No. 386, 1902; North Auburn, No. 513, 1911; Lakeview (Youngs Corner) 1883, which combined with Stevens Mills in 1957. Rowes Corner gave up its charter in 1935. Total membership in Auburn in 1912 was 1,027. The number of farmers decreased in recent years. Stevens Mills continued very active in 1968 due to unusual leadership and was a popular meeting place for many organizations.

E. H. Libby, of Auburn, went West and became a member before the movement reached Maine. On his return, in 1876, he became very active in the work until his death in 1929, at which time he had served 35 years as State Grange Secretary. His daughter, Mrs. Nellie Hascall, then took over and served until 1963, equalling her father's long term of service. Fred A. Allen was State Secretary from 1885-1894, and E. E. Additon was State Treasurer for 37 years.

## EXTENSION SERVICE

The Agricultural College started Extension work almost with its inception, in 1868; and lecturers toured the state. The Experiment Station started in 1885, and by 1900 was engaged in law enforcement, as well as in research. Enforcement was established in the field of sales of fertilizers, feed, and seeds; inspection of glassware used by creameries; and milk analysis.

Farmers' clubs gave an outlet for discussion. J. H. Blake was president of one established in Auburn, in 1873. Ansel Briggs was the first secretary. The club was active until 1902. In 1914, County Agricultural Agents were placed in Maine counties. After recovery from the panic of 1907, local farmers began to mechanize. It was not until after World War I that the self-subsistence farmer became a commercial farmer. During the next 60 years, this trend continued until at present there is more motor-power on farms than in industry.

Dairy Herd Improvement Associations, sponsored by the State Department of Agriculture since 1910, benefitted dairymen and consumers. Some progressive Auburn dairymen who have served as officers are Alfred Libby, Benjamin Blackmore, Maurice Keene, and Ernest Cook who had served as Supervisor for many years. Several Auburn farmers participated as discussion leaders at the Farm and Home Week held annually, since 1907, at the College of Agriculture.

County Agent Harold Shaw set up his office in the Auburn City Building, in 1917. Two years later, the office was established at 82 Main Street, Auburn; in 1934, it was moved to the Lewiston Post Office building, where it remained.

During this period, Home Demonstration Work began. Cold-pack canning and other projects helped rural families live better. The younger generation took part in the newly organized 4-H Club movement. Farmers began to cull

Farms. H. Donald Hatch delivered milk from 1925 to 1943, and more recently retailed butter, cream, milk, vegetables, eggs, and honey at his farm on 514 Court Street. Hemond's Dairy, of Mechanic Falls, entered the Auburn market as producer-dealer. Twin Brook Dairy, established by the late Freedom F. Goss, was carried on by his son, Franklin, still with a retail route.

## SWEET CORN INDUSTRY

Local farmers competed for the early corn market, but in recent years states farther south shipped in pre-season corn. When fresh, sweet native corn is ready, however, the consumer appreciates the difference. Charles W. Thompson, (Summer Street Extension), Arthur Niles, (North River Road), and farmers along the South River Road often hit the early corn market first.

## AUBURN CANNERIES

Corn was the first product canned locally. The industry developed in the 1880's, on French Street, now known as Lake Auburn Avenue. United Packers put up the first factory there. They were soon joined by the New Gloucester Pack Company and J. C. Symmes Company. Then Burnham & Morrill took over the old horse car barn at 74 French Street and converted it into a canning factory. It was destroyed by lightning. When they rebuilt, the factory became the largest and longest operating canning shop in Auburn. The last pack was made in 1949, but Auburn growers produced for the B. & M. plant in South Paris until 1966. Mrs. Gladys (Davis) Worthley was the last superintendent of the Auburn factory. She kept the office open until 1956 in behalf of the local farmers.

North Auburn was another canning center. In 1883, R. K. Benner and the Dillingham family did canning there. From 1885 to 1890, Oren and Frank Bailey, tinsmiths from the Winslow-Jones Canning Company of Portland, came to North Auburn and began processing corn for a short time. J. Webster Bennett began his canning operation on Little Wilson Pond in 1911 and moved his facilities to North Auburn in 1919. He did an extensive business and put out such products as baked beans. He specialized in custom canning. After he retired, the factory was demolished.

Another early canning outfit was Gay and Symmes, who had an office at 40 Roak Block. They did a thriving business and in one year paid out $22,000 to producers.

In recent years, Philip Hiitt of West Auburn ran a canning business. It was a family venture, and home grown products such as chicken pies and baked beans were processed. From 1941-52, the Maine Baking Company on Minot Avenue also put out baked beans.

*The former Burnham & Morrill corn canning factory on Lake Auburn Avenue, now the site of a 100-unit housing development for the elderly.*

## FRUIT – VEGETABLE FIRMS

In the early 1900's, the G. B. Johnson Company, wholesalers of fruit, was located at 46 Main Street, later moving to Pleasant Street. They had been previously known as Johnson & Kimball and dated back to 1898. Horace K. Whitmore packed apples as early as 1878 at 29 High Street. E. W. Gross was a fruit retailer at 3 Roak Block around 1916. The Central Maine Grocery Company was operating where the Leavitt Lumber Company now conducts business, on Turner Street. Clarence Shaw, 166 Troy Street, and Arthur E. Walker, 180 Oak Street, packed apples.

At the turn of the century, John Wallingford produced and bought apples to export to England. His sons, John and Bancroft, were extensive orchardists; and his grandsons, Otto and Eugene, continued the traditions. Bancroft and Otto were among the first to use controlled atmosphere storage. Plums, peaches, cherries, and pears were also raised in the Wallingford Orchards.

## RELATED FARM INDUSTRIES

Hannibal and S. B. Smith ran a wood and hay firm at 212 Court Street, from 1870-1891. A similar business was done by H. P. Dorman & Company, 144 Main Street, Auburn.

Farmers and teams found employment with ice firms. David Field, Hillman Smith, and L. G. Lord, all of Auburn, were in the ice business. The E. W. Penley Company put up large supplies of ice for their meat packing use. Daniel Lara and his son-in-law, Everett Philoon, both of Auburn, were connected with the Newman & Lara Ice Co. in Lewiston.

From the late 1880's to 1926, Homer N. Chase had a nursery outfit for fruit trees. This was at 91 Main Street. In recent years Ralph Pierce sold nursery stock from his Park Avenue greenhouses.

Sullivan Stockman of East Auburn was an old-time beekeeper, as was Herbert D. Phillips, of Mt. Auburn Avenue. William Hatch and Mr. and Mrs. Henry Jones were still selling honey in 1968.

## AUBURN BROILER INDUSTRIES

Broilers became a major industry after the advent of processing plants and chick sexing. Maine was one of the first states to be free of pullorum that destroyed many small chickens. As a result, it supplied disease-free stock to Southern states.

Clifford Stevens had a hatchery on the Stevens Mills Road from 1930 to 1953. Warren Lawrence operated one from 1940 to 1950. At the time of this publication, millions of broilers are raised in Auburn and nearby areas, and that luxury product was available at economy prices. Gigantic processing plants received the broilers from farms and prepared them for market.

The Androscoggin Poultry Association, a branch of the Maine Poultry Improvement Association, had been headed by H. D. Hatch, of Auburn, a charter member, and Stanley Jones, formerly of Court Street.

## GRAIN – FEED FIRMS

The Eastern States Farmer's Exchange, now Agway, opened a warehouse on Troy Street in 1936 after 10 years of car-door sales. Norman Ness succeeded Ralph Emerson of Turner as local representative, and Raymond Washburn became local manager in 1939. In 1951, a new warehouse was built at the end of Academy Street. Charles Morris and Richard LaRoche were more recent managers.

Daniel Blanchard was local agent for Buffalo Feeds. He had a farm on the Turner Road, and was prominent in local milk and dairy groups and Farm Bureau and Extension Associations. The farm was carried on by grandsons James and, more recently, Ralph. In 1966, it was sold to Douglas Poland.

Kennard Carter of Auburn operated the Carter Milling Company, once known as the Sawyer Grain Company. In 1967, Fred Clark took over ownership and continued dealing in grain, fertilizers, seeds, and other farm materials.

The mill site on Taylor Brook along Minot Avenue has been used since Civil War days for grist, flour, and grain mills. The Henry Willis Company became Willis and Parsons, and later Parsons Brothers, with George and Herman operating almost up to 1968. The old water wheel could still be operated. At present, Wirthmore Feeds, formerly on Railroad Street, occupies the building with an expanded line of farm supplies, feed, and fertilizer.

Another old grain firm was that of J. E. Tibbetts, founded about 1861. It began on Court Street, and four years later set up a mill on Turner Street, by the railroad over-pass. About 1931, the J. B. Ham Company took it over and had more than 30 branch stores. They were succeeded by Farm Service Stores, Inc., a branch of General Mills, formerly at 41 Hampshire Street.

In the Danville section, the A. E. and A. P. Lawrence firm had a mill on the Royal River long ago. About 1900, they moved to Danville Junction. Charles E. Thurston and Sons began selling a few bags of grain a day from this mill and increased business to a carload per day. In 1968, it was still in operation by a son, Ernest E. Thurston.

More than 70,000 barrels of flour a year were turned out from the Soloman Parsons & Sons, F. A. mill, on the Little Androscoggin River. This mill, in operation before 1891, was later destroyed by fire.

Other firms were Oscar Holway & Company, flour-grain wholesalers, 1880's-90's; N. E. Grain Company; Tozier & Son, 15 South Main Street; Willard & Sutton, 19 School Street (1933-59); Dingley Hill Flour Company, 1871; Ralston Purina Company, 19 School Street (1950's). The Maine Milling Company on Goldthwaite Road is a more recent firm whose automated mill turns out 25 tons of grain per hour.

Two Auburn men, Richard and Norman Hayes, operate the J. L. Hayes firm of Lewiston, a firm which was founded by their father. The late Idell Blaisdell of Auburn was a Grandins feed representative. J. S. P. H. Wilson had a grain store on Main Street.

## THE AUBURN LUMBER BUSINESS

Old factories, using wood, made shovel handles and toothpicks. The only "scale" board factory in the world, the H. Wesley Hutchins Company, remains in operation, but had turned to making pressed cardboard containers. Bradford and Conant factories at North and East Auburn made furniture. The outlet of Lake Auburn is still called Bobbin Mill for an industry once operating from its power. H. B. Skinner Co., made bobbins on Hutchins Street. From the early 1900's to 1947, Frank Winter owned the Union Box Factory on Washington Street. For many years, the Page Company, also on Washington Street, utilized wood, as did the Packard Conant Company (1873); Benjamin Conant Company (1874); Sawyer Box Company, (1880-

90); Auburn Box & Lumber Company, 34 Minot Avenue, (1900); Acme Box & Lumber Company, (1938-39); Chalmer Lumber Company, later Leavitt Lumber Company, Turner Street. Peter Allen Lumber Company, Stanley Ray Inc., the Falcon Rule Company were current Auburn firms using wood.

Sawmill operators were Elie Morin, Hatch Road, (1946-47); Leander Mosher, Danville; Mr. Dufault, Danville Junction, (1954-55); and East Auburn Lumber Company (1946-47). Mr. Melanson succeeded Mosher (1946-47), and Ernest Wilkins, East Auburn. Bob Demers operated a lumber retail store.

## FARM MACHINERY

Farm machinery was manufactured in the large Whitman Agricultural Works on Hutchins Street. Incorporated in 1889, the 4-story factory, 2-story machine shop, and large warehouse employed up to 70 men. They made mowing machines, threshers, hay rakes, cultivators, plows, corn shellers, hay cutters, wheel barrows, dray or lazy rakes, forks spades, hoes, and other equipment. The mill burned about 1901.

Local firms retailed farm machinery, and some made small tools or wagons. Included in this list were L. H. Blossom, Turner Street, (early 1900's); H. R. Richardson, Danville, pungs, 1895-1930; Auburn Carriage Works, Knight Street; C. T. Nevins Carriages, 1873-1908, a 6-story factory, at Turner and Pleasant Streets, and a warehouse at the corner of Union and Summer Streets; A. L. Litchfield, Turner Street (1886); Brackett & Shaw, Turner Street; G. A. Peterson, 120 Center Street; M. & T Sales Company; Farm Service Stores, 163 Turner Street; Minneapolis Moline Farm Machinery; H. S. White & Sons, Turner Road; International Machinery; Delekto Brothers, Riverside Drive.

Firms still active were Wallingford Equipment Company, Turner Road; Russell Hammond, Hatch Road; and Auburn Tractor Company.

## LIVESTOCK DEALERS

Dr. John A. Ness was a livestock dealer in the early 1900's; Roger D. Lowe operated from 1920's to '42; Clinton H. Hammond, 150 Minot Avenue, 1924-33. Jonas Edwards & Son (Dwight) sold horses for many years at the corner of Union and Hampshire Streets and John Wallingford sold horses until 1966. Benjamin Turner of the Fletcher Road, sold livestock, and Billy & Clayton Hackett sold horses on the Dr. Ness place, (Maple Grove Farm)

## VETERINARIANS

Veterinarians Roland and John Ness served this area in the early 1900's, followed by Drs. G. R. Inglis, Laurister Brown, Jean Butler, Norman Tufts, and at present, Carleton Ring.

## LARGE AUBURN FARMS

Only a few of the many large local farms are mentioned due to space restrictions. The O. H. Harry Mower farm on the North River Road was flooded when the Gulf Island Dam was built. His son-in-law, Wallace Walker, grew vegetables and ran a greenhouse near West Auburn, later moving to the first farm beyond the lake on the Turner Road. He lost his buildings by fire and moved across the street and built a larger greenhouse. It is now the Geo. McKenney & Wallingford Equipment Company.

B. E. Dunham's truck garden farm on the North River Road was flooded out. Emmet Learn raised vegetables on the South River Road, and had a large dairy herd, where Kenneth Bowie, dairyman, lived in 1968. For many years, the Sherman Brothers and their father ran extensive greenhouses and a truck farm on Lake Street. They specialized in greenhouse cucumbers and tomato flats.

## AUBURN'S FLORISTS

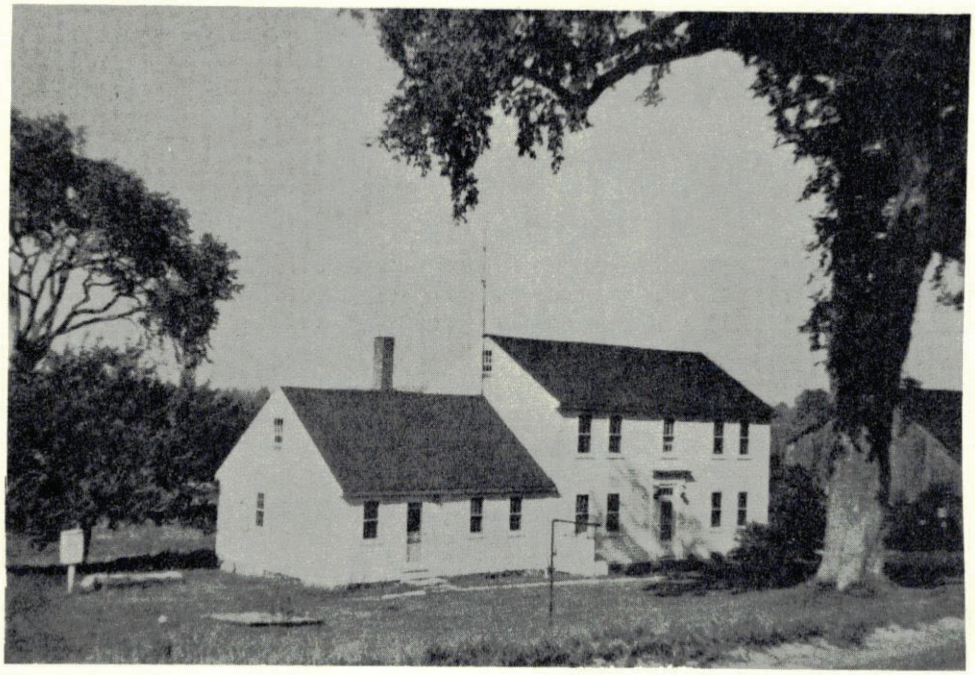
The George M. Roak Company, more recently known as "Roak the Florist", was one of Auburn's oldest and most constant business concerns. As the year 1968 passed, the firm was within 6 years of its century mark. This enterprise was started in 1874 by George M. Roak, the son of Jacob M. Roak, one of Auburn's most prominent citizens. Upon his return from service in the Civil War, young Roak first joined the shoe manufacturing firm headed by his father. He had a knack for raising flowers and began a sideline business of it at his home on High Street. Soon he set up a small greenhouse near his home and turned from the shoe trade to full-time operation. The business so enlarged that it moved to High Street gulley, giving room for several large hot houses and gardens. At the death of George M. Roak, in 1912, his son, Hugh Roak, succeeded to management of the business. The volume of its business still growing, the firm, in 1946, built an entirely new and enlarged plant on Center Street where it was still in operation in 1968. The Roak Florist Corporation had been formed and at the death of Hugh Roak, in 1959, his sons, Philip and Raymond Roak, with Harry Small, who had grown up with the business, continued in the directorate. Philip Roak was in active management of the business in 1968.

William D. Whiting and Sons had large greenhouses on Summer Street. Mr. and Mrs. Lewis Littlefield operated the greenhouses formerly owned by Howard Marsh on Park Avenue. Twin City Florist, Raymond Clark, proprietor, Manley Road; Ann's Flower Shop, 227 Seventh Street; and Coyne's Gardens, Upper Lake Street, also were in operation in 1968.

## POTATO GROWERS

Spraying and harvesting machinery enabled farmers to increase their potato acreage. The Bell farms on the South

River Road and nearby areas were the top crop farms. They consisted of 210 acres of potatoes and 150 acres of string beans, as well as 40 acres of corn. Herbert Bell established the business. After his death, his brothers, Emile, Victor, and Arthur, combined operations.



*The farm home on Danville Road of Owen Davis, large potato grower. This was the original Peletiah Smith place in early Danville days.*

Erland Holbrook, of North Auburn, planted 12 acres of potatoes; Owen Davis, Danville Corner, about 40 acres, plus a large acreage of sweet corn and string beans and 25 acres of sugar beets. Bancroft Wallingford and Wesley Urquhart have been expansive potato growers.

## SUGAR BEETS IN AUBURN

Farmers in Auburn have put in sugar beets since a factory was established in Aroostook County. The Sugar Corporation and Extension Service was sponsoring interest in this new crop. Machinery companies offer leasing arrangements. The Sugar Corporation pays $1 per ton of the freight cost to the factory. A similar project was tried in 1870, but the farmers did not support the venture

Auburn growers in 1967 were Kenneth Bowie, South River Road; W. Owen Davis, Danville Corner; and George Field, Hardscrabble Road. Former County Agent, Charles L. Eastman, served Southern Maine as field man. Average net returns were predicted to reach $100 per acre plus $50-$100 silage value.

## FUR DEALERS

G. R. Hunnewell, of South Auburn and Turner Street, was the largest local fur dealer. He broke all previous local records in the sale of furs when he sold a consignment valued at $25,000 to a dealer in Paris, France. In 1917, it took him only 6 days to get this amount of fur. George Cobb was associated with him and then became a dealer from 1938-53. Manley Baron, 2 Court Street, was in business from 1927-1934; and Charles Stacey operated from the Portland Road about 1952. E. W. Penley also dealt in hides.

A wool pulling mill was on Knight Street on a stream known as Gully, Barron, or Foundry Brook.

## BLACKSMITHS

Many blacksmiths have plied their trade in Auburn. Stephen H. Lovejoy and William Moore had a shop on Turner Street. Others were Frank Brown, Minot Avenue; Antonio Reny, 208 Riverside Drive (1941-42); M. Lantegne (1941-42); and William LeChance, Danville (1947).

## FEDERAL ASSISTANCE

In 1917, the Federal Land Bank established a branch in Auburn at 81 Main Street. At that time, it shared the Office of the Farmer's Credit Association at 33 Court Street, later moving to 486 Center Street, its present location. Richard Files was the representative in 1968. The Rural Rehabilitation Administration, Farmers Home Administration, Smith-Hughes courses at E. L. H. S., and the Pine Blister Rust Control office have all assisted with the increasingly complex farm financing and insect protection. Guy Kimball, Martin Calderara, and Richard Allen have been associated with the latter project.

In the 1933 depression, the Farmers Production Credit Association was organized with Dr. J. A. Ness as president. Established as a cooperative, it was afterward wholly owned by farmers on a stock basis. The Rural Rehabilitation Act took on poor risk loans not otherwise considered. This became the Farm

*Dr. John A. Ness, veterinarian, Ayrshire cattle breeder and farm leader.*

Security and later Farmers Home Administration, with an office at 108 Court Street.

## AUBURN FARM CONSERVATION

The Agricultural Stabilization and Conservation Service was established in 1936 at the Lewiston Post Office Building and is now at 108 Court Street, Auburn. Henry Anderson had been the Farmer Field Man since 1937. Prior to that, the County Agent and County Committee operated the institution. The work was extended and supplemented by the Soil Conservation Act in 1951, and Leroy Bingham had been the only Soil Technician since its inception. Watersheds districts, rural recreation areas, and funds for recommended practices are part of their interests.

## OUTSTANDING FARMERS & HOMEMAKERS

When the University of Maine began to confer a signal honor on outstanding Maine farmers and homemakers, Dr. J. A. Ness, of Maple Grove Farm, was the first one from Auburn so honored. In 1933, he received recognition at an impressive ceremony held during Farm and Home Week at the college. Other Auburn men so honored have been E. E. Additon, North River Road, 1937; and Raymond Keene, North River Road, 1942. Had this plan been in operation long before, doubtless many other local farmers would have been given recognition, including Robert Martin of W. Danville, and B. F. Briggs, Maple Grove Farm. Mrs. E. E. Additon, also of the North River Road, was given the coveted title of Outstanding Homemaker in 1943. She was a famous cheese maker and probably the last commercial one in Auburn.

## GEOGRAPHY OF AUBURN

Auburn covers a territory 12 miles long. It extends 6 miles above the falls and 6 miles below and averages 4½ miles wide, totaling 65 square miles within its boundaries. A sixth of the land is covered by Wilson (now Lake Auburn) and Taylor Ponds. Lake Auburn, the Twin City water supply, is 4 miles long and 2 miles wide, the home of salmon and togue. Taylor Pond is 2 miles long and a mile wide. It is southwest of Lake Auburn, and not connected. Their outlets provided important mill sites.

The Little Androscoggin River crosses Auburn in an easterly direction and enters the greater Androscoggin a half mile below the falls. It has an unusual supply of water even in dry times. Near its mouth, it drops 70 feet within 150 rods.

Auburn is served by the Maine Central and Grand Trunk Railways, the Greyhound Bus Lines, Blue Line to Rumford and Farmington, and the local Hudson Bus Lines. Numerous trucking concerns are available.

Northeast Air Lines operates out of Auburn to points south as far as Florida and north to Presque Isle. Charter service is available to any point on the continent.

It was once believed that pine and soft woods made poor farming soil, and old-timers thought that it would take 100 years to get farms established in this area. There is sandy loam along the rivers, and light to heavy loam on the hills. Some of it covers clay, and in places there is clay loam. There are some ledge outcroppings. The best soil is along the rivers, Perkins Ridge, East and North Auburn.

The temperature in Auburn rarely drops lower than 15 degrees below zero, although an extreme of 30 below has been reported for a few hours. Summer temperatures average 80 degrees with a 100 degrees in the shade recorded once in a while. The rainfall averages a little more than 43 inches a year. Droughts have not caused extensive crop failures. The area is frost free from late May to mid-September. Tornadoes are unknown and hurricanes are very rare.

Auburn's 1960 population was 24,440; in 1869 it was 6169. It is near the great markets of the East, and the Port of Portland is only 35 miles away.

*Contibuted by Charles L. Eastman,*
*Agricultural Extension Agent. (Ret.)*

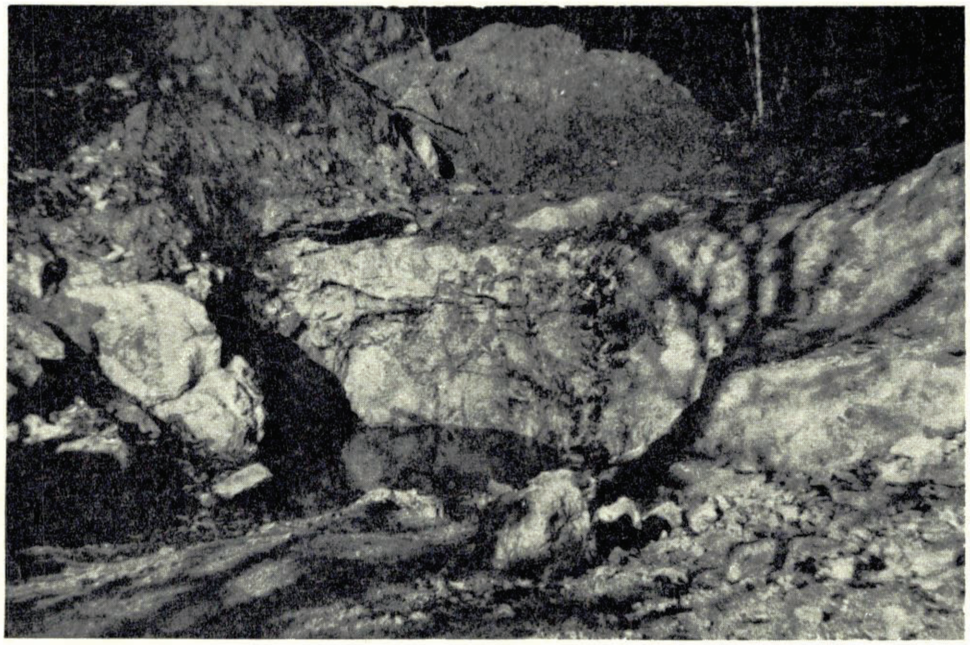
## BURIED TREASURE

Search for buried treasure has always been an exciting adventure to members of the human race from the earliest times to the present day. If anyone in Auburn is interested, then he need look no further, for he may be standing over a pocket of beautiful and valuable gems. Auburn lies in the pegmatite zone which yields many splendid gemstone crystals and a fantastic variety of minerals.

Mt. Apatite, famous for gem tourmalines and purple apatite, and comprising the center of local mineral activity, is on the Hatch Road which leaves Route 121-11 at Haskell's Corner, four miles from the center of the city. About a mile up are trails leading to quarries on both sides of the road.

Mining operations have turned up rich finds in the past several years, and the dumps yield specimens which delight touring rock hounds, often from far away, who make regular visits to the spot.

The first available record of feldspar and tourmaline in the Lewiston Falls (Auburn) area is in the 1839 report of State Geologist Jackson, and lists three specimens in the collection that he had made for the state.



*The Pitt Pulsifer gem mine on Mt. Apatite.*

The next report is in 1862. A boy living near Haskell's Corner, in scouting the nearby hill, picked up a pretty green stone and put it in his pocket with other treasures. At home, it was much admired and given a place on the mantle. Several years later appeared Rev. Luther Hill, an itenerant phrenologist, who was interested in rocks. His lecture tour of Paris, Hebron, and Minot, brought him in turn to Haskell's Corner. There he tarried at a house in which he discovered a shining green stone on the mantle. He lingered and searched, and discovered the pegmatite patch now known as Mt. Apatite.

First to work a mine were Thomas Lamb, harnessmaker at Minot Corner, and Gideon Bearce, of West Minot. Other names associated with the hill are Perry, Pulsifer, Towne, Hyde, Hatch, Greenlaw, Turner, Keith, Lamb, Merrill, and Moulton. Companies later took over the mines for the feldspar, and thousands of tons were taken out. Final operations were about 1930.

Activity on the hill did not halt, however, with the closing of the feldspar operations. The rock hounds closed in, lured by tales of the fantastic finds of gem crystals which had long been part of the harvest of the mines. Pulsifer mine produced the Roebling Apatite, a royal amethyst color, the largest and best known single crystal. Keith took out some of the finest tourmalines ever found, and Greenlaw uncovered some remarkable gems. Stanley Perham reopened the Pulsifer mine in 1942 with a find of cinnamon pink tourmalines and blue apatite crystals.

In 1965, the Pulsifer mine yielded a remarkable number of purple apatites; and again, in 1966, wonderful purple apatites and many colored tourmalines. Frank C. Perham, geologist of West Paris, developed these operations.

*Contributed by John E. Libby*

# Chapter 5

## THE STORY OF AUBURN BANKS

### COMMEMORATING THE 1968 CENTENARY OF AUBURN SAVINGS BANK AND HONORING ALL AUBURN BANKS

*by Edwin W. Adams*

*Foreword by author: In 1959, Mr. Donald White, former Executive Vice President of the First National Bank of Lewiston-Auburn, gave me his uncompleted history of our local banks with the following note:*

*"Ed: –*

*I don't seem to have the energy to do the research at Augusta and the Auburn Public Library to complete this story on the banks of Lewiston and Auburn.*

*If you wish to complete it – O.K.*

*If not, destroy it.*

*Don"*

*I have used much of his material and brought it up to date. I have also used the following sources:*

(1) *Research at Augusta and correspondence with Mr. Irl Withee, Deputy Bank Commissioner.*

(2) *"History of Androscoggin County" – published* 1891

(3) *Conferences with present officers of local banks.*

(4) *Moody's Investment Service for information on the old National Shoe and Leather Bank.*

(5) *Miss Abby L. Gilbert of the Administrator of National Banks Office at Washington, D.C.*

(6) *"History of Banking in Maine" – Chadbourne* 1936

(7) *Directories of Auburn – Auburn Public Library.*

*I have not attempted to give detailed accounts, but rather the highlights with names of the principal officers. I have shown assets at the end of the first year and at the end of the last year to give the reader an idea of the growth of the bank.*

September 15, 1968 *Edwin W. Adams*

The Director of the United States Mint reported that the total coinage from 1793 to 1800 inclusive was $2,514,135. "Paper money or notes were issued by chartered state banks. The Continental and State currencies issued during the American Revolution for military purposes, and later repudiated in full, also tended to make the country suspicious of any money except coin. It is no wonder, therefore, that later bank-note currency issued under state laws was looked upon with suspicion, although we find banks were soon deemed a necessity after the formation of the United Colonies, Massachusetts being a leader in the establishment of banking enterprises."

"While Maine was a part of the Commonwealth of Massachusetts, the merchants of Portland petitioned the General Court of Massachusetts to establish the first bank in the District of Maine. The petition was granted under the date of June 15, 1799 incorporating under the name of the 'President, Directors, and Company of the Portland Bank'. The bank started with a capital of $100,000, later increased to $300,000. This bank suffered losses, closing in 1815 with a 25% loss in Capital Stock."
(Chadbourne)

These early banks were organized to facilitate business and not as thrift or savings institutions.

By 1820, when Maine became a state, there were fifteen banks of discount in operation with a total capital of $1,654,900 and notes in circulation of $1,380,572.

Chadbourne's "History of Banking in Maine," says, "A review of the twenty years preceeding Maine's Statehood brings to light many interesting but very unsound banking practices. Of these violations of good banking practices, some were undoubtedly wilfull and unlawful; some probably contrary to law but in accord with the prevailing tendencies of the times; and some were even caused by the very unsoundness of the laws themselves."

"During these pre-statehood days, and for a number of years thereafter, it was common practice for subscribers to the capital stock of newly organized banks to make a percentage down-payment in cash, agree to pay the balance in installments over the next few years, and then borrow from the bank the money for the payments, pledging as collateral the bank's own stock so purchased."

"These early banks issued their own bank-notes. Some banks bought plates and printed the notes themselves. Others arranged with engravers in Boston and other places to print the notes for them. These bank-notes were issued in denominations of one, two, three, five, ten, twenty, and fifty dollars. While these notes were supposedly backed by specie payable on presentation, it soon developed that in many cases the amount of notes issued and outstanding exceeded the specie on hand. As a result, the notes could not always be paid on presentment, and consequently depreciated in value. Merchants, particularly those outside the issuing bank's own territory, soon would accept these notes only at a discount, the discount varying in amount on the reported strength of the bank and the distance of the issuing bank from the place where these notes were offered."

Locally we are concerned with the Danville Bank, which became the Auburn Bank, later the First National Bank of Auburn, and again later the First Auburn Trust Company which is now known as a branch of the Casco Bank and Trust Company of Portland.

## HOW BANKING STARTED IN AUBURN

This bank was first chartered February 28, 1855 as the Danville Bank at Auburn with a capital of $50,000. The Corporators were Samuel Pickard, James Goff Jr., Edward T. Little, John Penley, Jacob H. Roak, Nelson Dingley, N. B. Reynolds, Dr. William Kilbourne, Jacob Herrick, Eliphalet F. Packard, and Jeremiah Dingley Jr.

On March 6, 1855 the name was changed to the Auburn Bank. On April 19th the organization was completed; – the first stockholders were C. M. Bailey, Hiram C. Briggs, John Blake, Nelson Dingley, Jacob Herrick, Aaron Kimball, Edward T. Little, Eliphalet F. Packard, J. A. Sanborn, Samuel Pickard, J. H. Roak, William D. Roak, John Penley and J. W. Washburn.

At the organization meeting Jacob H. Roak, E. F. Packard, Edward T. Little, Nelson Dingley, John Penley, and Jacob Herrick were chosed Directors. The Directors then elected Jacob H. Roak, President and E.F. Packard, Cashier.

At the first annual meeting, October 2, 1855 Hiram Briggs was added to the Board of Directors. Later John F. Cobb succeeded E. F. Packard as Cashier.

The first National Banking Act was passed in 1863. Its twofold purpose was: (1) to provide a market for Government Bonds; and (2) a uniform and staple currency which would be accepted in all parts of the United States. Between 1863 and 1878 fifty-eight Maine state banks converted to National Banks. The Auburn Bank converted in March 1864, – voluntarily liquidated and became the First National Bank of Auburn. It was the third state bank in Maine to covert to a National Bank. Its charter was number 154. The changeover was completed without an interruption of business, the new bank taking over the assets and assuming the liabilities of the old bank.

The Directors of the new First National Bank were Jacob H. Roak, William Libby, E. F. Packard, Nelson Dingley, H. C. Briggs, James Dingley, and Jeremiah Dingley Jr. with Jacob H. Roak elected President and William Libby, Cashier.

On the date of Examination July 25, 1864

| | |
|---|---|
| Whole amount of bills from engraver | $186,018 |
| Bills destroyed as appears by record | 80,165 |
| Bills in bank at time of Examination | 58,975 |
| Loans verified by actual inspection | 30,904 |

| Liabilities | | | |
|---|---|---|---|
| Circulation | $46,878.00 | Loans | $30,904.65 |
| Profits | 997.73 | Bank Balances | 16,971.08 |
| | $47,875.73 | | $47,875.73 |
| Immediate Liabilities | $46,878 | Immediate Resources | $16,971.08 |

Bills of this bank continued to be redeemed at the counter and in Boston. The stockholders of this bank became stockholders of the First National Bank of Auburn, which corporation had been organized under the Certificate of the Comptroller of Currency bearing date of December 12, 1863.

Exhibit November 5, 1864

| | | | |
|---|---|---|---|
| Capital | ——— | Loans | $17,614.37 |
| Circulation | $37,540.00 | Real Estate | ——— |
| Deposits | ——— | Legal tender notes | ——— |
| Bank Balances | ——— | Bills of other banks | ——— |
| Profits | 1,937.10 | Bank Balances | 21,862.73 |
| | $39,477.10 | | $39,477.10 |

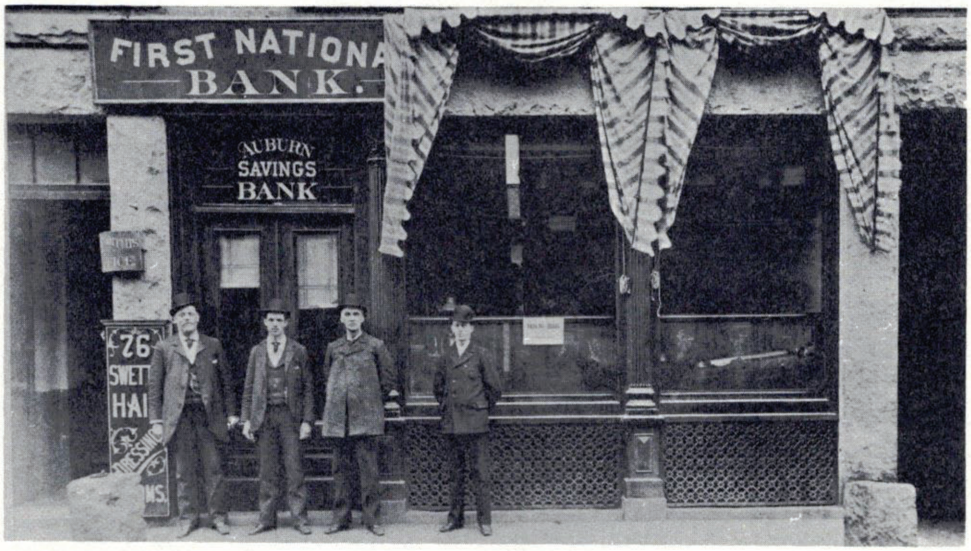
The First National Bank of Auburn continued from 1864 until 1916 as a well-managed and conservative bank. Jacob H. Roak served as President of the Auburn Bank and its successor, the First National, for twenty-one years; Jeremiah Dingley Jr., for twenty years; and Henry M. Packard, for seventeen years.

The First National Bank, through a rather complicated series of transactions, became the First Auburn Trust Company. In December, 1916, the Androscoggin Trust Company was chartered under state laws. The Androscoggin Trust Company served as a vehicle in taking over the First National Bank. This corporation, as such, was never active as a banking institution. The Bank Commissioner's Report for 1916 states that "the controlling interest was in the hands of a Boston Investment Banking group and it was about this time this group obtained control of the First National Bank of Auburn."

The local directors were able to regain control and saved the First Auburn Trust Company from the fate which this same Boston group inflicted on the Lincoln County Trust Company.

The State Bank Commissioner's Report for 1917 reads as follows: "Organized December 29, 1916; name changed on March 15, 1917, to the First Auburn Trust Company; and in March 31, 1917, authorized to begin business, and subsequently took over the assets and assumed liabilities of the First National Bank of Auburn."

The new Directors were; Norris S. Tibbetts, Everett M. Stevens, H. C. Day, Frank L. Dingley, H. G. Foss, Arthur H. Cooper, Dwight Edwards, Henry F. Palmer, Frank H. Briggs, Freeman G. Davis, Charles D. Hasty, and Henry M. Dingley. The President was Norris S. Tibbetts; Vice President, Everett M. Stevens; Treasurer, H. C. Day.



*When two banks shared the same quarters on Main Street. Standing in front of the entrance, left to right, Horace C. Day, Treasurer, and Leslie C. Lord, Teller, First National Bank; Deacon George H. Brown, Treasurer, and Bernerd Chase, Clerk, Auburn Savings Bank. Picture taken in 1894.*

The Auburn Bank, incorporated on February 28, 1855, commenced banking on Main Street; in 1856, occupied upstairs rooms in the newly-built Phoenix Block (after 1868 sharing them with the Auburn Savings Bank); on May 27, 1885, moved to new quarters, fitted up and occupied on the ground floor of 78 Main Street, and shared these rooms with the Auburn Savings Bank until 1903 when the Auburn Savings Bank bought Elm Block. Records of the

Auburn Savings Bank show that the First National Bank paid the Auburn Savings Bank 14% of the cost of the vault and furniture for many years.

In 1903, the banking rooms were remodeled and refitted. A souvenir booklet describes them with the following phrases: "you enter through a handsome heavy-barred mahogany front door", "on the right is a rich mahogany color counter", "back of the lobby is the ladies' room with several pieces of mahogany furniture – and leaded glass windows", "the fireplace and mantel of mahogany and green tinted Grueby tiles is the most striking single feature of the banking rooms."

At that time the First National Bank of Auburn had the finest and most elaborate banking rooms of any bank in the two cities, – and the bank was proud of them.

In July, 1917, the First Trust Company purchased the Russ Bradbury livery stables and built the building into which it moved in July, 1918. The First Auburn Trust Company is now a branch of the Casco Bank.

Officers have been:

Presidents, Auburn Bank, First National Bank, – First Auburn Trust Company, Jacob H. Roak, 1855 - 1876; Jeremiah Dingley, Jr., 1876 - 1899; Henry M. Packard, 1899 - 1916; Norris S. Tibbetts, 1916 - 1921; Everett M. Stevens, 1921-1924; Arthur H. Cooper, 1924 - 1931; Ernest L. Wellman, 1931 - 1936; Benjamin Jones, 1936 - 1953; Robert H. Gremley, 1953 - 1960.

Treasurers or Cashiers, E. F. Packard, April 19, 1855 - October 2, 1855; John F. Cobb, 1855 - 1857; William Libby, 1857 - 1874; John B. Jordan, 1874 - 1882; L. Lynn Small, 1882 - 1889; Horace C. Day, 1889 - 1922; Ernest L. Wellman, 1923 - 1940; Ernest S. Cubberly, 1940 - 1953; Harland A. Littlefield, 1953 - 1960.

Former Directors of the First Trust Company, – now Directors of the larger Casco Bank are: A. Redmond Butler, Robert H. Gremley, Regis A. LePage, John G. Marshall, Deane R. Quinton, Stanley G. Snow.

The following table will show the growth in assets of the old Auburn Bank and its successors:

| | | |
|---|---|---|
| 1855 | Auburn Bank, at end of first year had | $47,875.73 |
| 1864 | Auburn Bank, at end of last year had | 39,477.10 |
| 1917 | First National Bank end of last year had | 2,355,187.69 |
| 1959 | First Auburn Trust end of last year had | 14,682,813.00 |

The Directors and Officers, on the whole, have been men of integrity. As mentioned previously, they regained control from the Boston group and saved the bank (and themselves, since double liability could be brought against stockholders) from the fate of the Lincoln County Trust Company. Chadbourne's "A History of Banking in Maine" published in the Maine Bulletin of August, 1936, gives pertinent informations.

The Auburn Bank and its successors have served these communities well.

On September 29, 1928, the First Auburn Trust Company opened a branch in the Shapiro Block, in New Auburn. On July 23, 1951, another branch was opened at 99 Maine Street, in Brunswick; and on August 19, 1952, a third branch was opened in Gray. On October 11, 1954, the bank purchased the lot on the corner of Main and Court Streets in Auburn for customer parking.

During the Bank Holiday in 1933, the First Auburn Trust Company was forced to take $350,000 of Preferred Stock. This was liquidated in December 1949 and June 1951.

On February 29, 1960, the Casco Bank and Trust Company purchased all the assets and assumed all the liabilities of the First Auburn Trust Company.

Directors of the First Auburn Trust Company at the time of its purchase by Casco were: A. Redmond Butler, William H. Cummings, Fernand Despin, Robert H. Gremley, Fred P. Haskell, Regis A. Lepage, Gerard Marcotte, John G. Marshall, Deane R. Quinton, Stanley G. Snow.

Harland A. Littlefield is now manager of the Court Street Branch; Laurier Ray, of the New Auburn Branch.

## AUBURN SAVINGS BANK

This bank was chartered by the Legislature in March 16, 1867, and was organized on February 21, 1868. The bank opened for business on March 1, 1868, jointly in the same banking rooms with the First National Bank of Auburn on the second floor of Phoenix Block on Main Street, and was the first Mutual Savings Bank in Auburn and Lewiston.

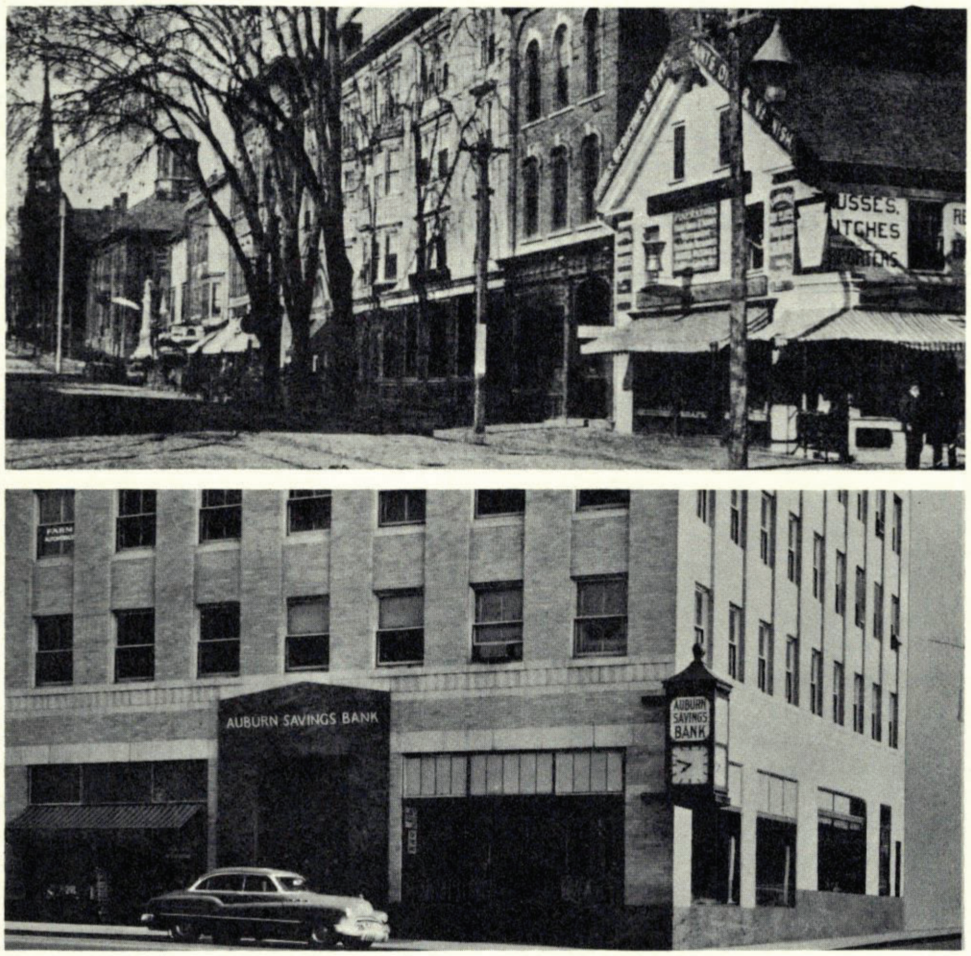
The Corporators were James Goff, Seth May, Samuel Pickard, Nelson Dingley, James Dingley, William Libby, Charles W. Walton, Jeremiah Dingley, Jr., William S. Young, A. M. Pulsifer, Horace A. Little, Edward A. Little, and Jacob H. Roak.

The first Trustees were Seth May, Samuel Pickard, Nelson Dingley, James Dingley, Charles W. Walton, H. C. Briggs, Jeremiah Dingley, Jr., William S. Young, A. M. Pulsifer, Horace C. Little, and Edward A. Little.

The first Officers were Jacob H. Roak, President; James Goff, Vice President; and William A. Libby, Secretary and Treasurer.

On May 27, 1885, the banking rooms, together with those of the First National Bank of Auburn, were moved to new quarters on the ground floor at 78 Main Street.

The first President of the Auburn Savings Bank was Jacob H. Roak, who was also President of the First National Bank of Auburn; the first Treasurer was William Libby, who was also Treasurer of the First National Bank. Several Trustees of the Auburn Savings Bank were Directors of the First National Bank of Auburn. Later one finds a similar pattern with the Mechanics Savings



*Upper picture: Court Street at North Main in 1904, right to left; Leadbetter's peanut stand and Robinson's drug store; Elm Block, three-story brick building, ground floor occupied by Auburn Savings Bank, second floor the home of Auburn Public Library; next the long popular Elm House hotel, a four story wood structure; and so on up Court Street by other buildings including Androscoggin County Courthouse and the Baptist and Free Baptist Churches. Lower picture: The new Auburn Savings Bank and office building, erected in 1933 on the location of the peanut stand, the drug store, and Elm Block. The Elm House was torn down to make a parking lot.*

Bank sharing rooms with the National Shoe & Leather Bank, – also, the Mechanics had as Trustees several of the National Shoe & Leather Bank's Officers and Directors. In Lewiston, the same situation existed between the Androscoggin Savings Bank and the First National Bank of Lewiston. The commerical banks did a strictly commerical business: discounting notes, granting business loans, and issuing bank-notes. The savings banks were thrift institutions for the small savers. Deposits of one dollar up were welcome. These small deposits, in turn, helped build homes in local communities.

In October, 1902, following the closing by voluntary liquidation of the Auburn Trust Company (no connection with the First Auburn Trust Company of later date), the Auburn Savings Bank purchased the three-story brick block known as Elm Block, just above the corner of Court and Main Streets, and moved to that location, using rooms of the former defunct Auburn Trust Company.

In 1933, the present fine Savings Bank Block was erected on the existing location. Mr. William A. Greenleaf stated that the new building was actually built around and over the old banking rooms; and that during the construction, the Savings Bank continued business without interruption with the old rooms not being demolished until the present commodious banking rooms were completed and occupied. Today these rooms have become crowded because of the increase in business and deposits growing from around two million dollars to twenty million.

This bank has been excellently managed over the years, showing steady progress except for one brief period which followed the depression of 1873-1878. The Bank Commissioner's Report of 1879 states: "that the depression of 1878 caused severe losses in the Bank's assets and as a result deposits were scaled down 15%." "Substantial recoveries were made and in 1880 a restoration of 10% was made." Loss to depositors was $19,380.00. This was not an unusual situation, as a very large number of eastern banks had similar experiences. This condition was caused by the very rapid expansion of western railroads and the boom in real estate in the early 1870's. During this period or boom, Eastern banks invested heavily in the Western railroad securities and Western real estate mortgages. When the boom burst, in 1878, with resulting severe losses in securities and real estate foreclosures, heavy losses were sustained by the investing public.

Similarly, the deposits in the Androscoggin County Savings Bank were scaled down 20%. Later a restoration of 15% was made, with a net loss of $28,792.

These troubles of nearly one hundred years ago resulted in laws restricting the types of investments. The Mutual Savings Banks of Maine came through the Bank Holiday of 1934 in excellent shape.

The Auburn Savings Bank from the beginning has been a thrift institution, gladly accepting savings from the small depositor as well as from the more substantial one. The Auburn Savings Bank is the only bank in these two communities having a "School Savings" department with 7,834 accounts belonging not only to school children of Auburn but also of the surrounding towns of Minot, Mechanic Falls, Poland, Turner, and the Lisbon area.

The Auburn Savings Bank was one of the first banks in Auburn and Lewiston to offer Safe Deposit Boxes to its depositors. The Auburn Savings Bank has specialized in home mortgages and helped to build a better Auburn, Lewiston, and Lisbon.

Over four hundred people from Lisbon have savings accounts at this bank. In the spring of 1967, residents of the Lisbons petitioned the Auburn Savings Bank to open a branch in their town. After much research and study by the Officers and Trustees (and with the approval of the banking authorities in Augusta and Washington), it was decided to open a branch at Lisbon Falls. This branch was opened on October 30, 1967.

Officers of the Auburn Savings Bank have been:

Presidents, Jacob H. Roak, 1868 - 1875; James Dingley, 1875 - 1891; George S. Woodman, 1891 - 1903; Frank Bartlett, 1903 - 1906; John A. Morrill, 1906 - 1920; Frank L. Bartlett, 1920 - 1926; Charles Ault, 1926 - 1936; William A. Greenleaf, 1936 - 1946; Harry Manser, 1946 - 1954; Emerson F. Phillips, 1954 - 1965; Edwin W. Adams, 1965 - .

Treasurers, William Libby, 1868 - 1874; Silas Sprague, 1874 - 1876; Edward A. Little, 1876; George S. Woodman, 1876 - 1882; William Libby, 1882 - 1883; George H. Brown, 1883 - 1910; Bernerd A. Chase, 1910 - 1942; Millard C. Stevens, 1942 - .

In 1904 Bernerd A. Chase became Assistant Treasurer; in 1938, Millard C. Stevens, in 1958, Paul Johnson; and in 1968, E. Robert Poulin.

The first published statement of May 1, 1868 showed deposits of $38,772.18 and total resources of $38,804.38

The last published statement of July 1, 1968 showed deposits of $20,386,080.72 and total resources of $22,166,141.99.

On July 1, 1967, Trustees were Edwin W. Adams, Edson B. Buker, John R. Preble, Millard C. Stevens, Willis A. Trafton, Jr., Otto H. Wallingford and Philip Watson. Officers were Edwin W. Adams, President; Philip Watson, Vice President; Millard C. Stevens, Executive Vice President and Treasurer; Paul S. Johnson, Assistant Treasurer.

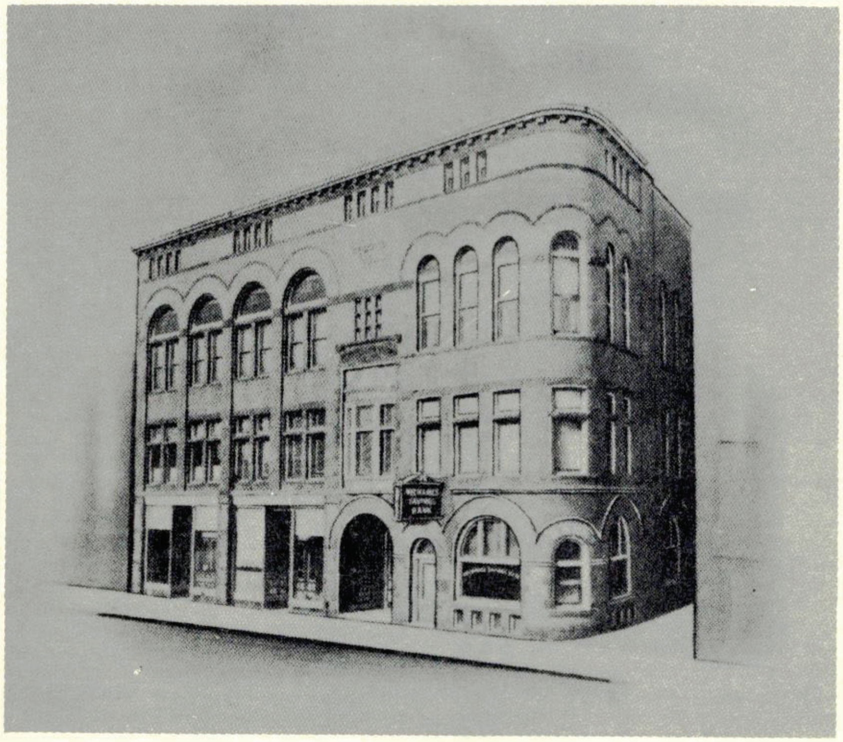
### THE MECHANICS SAVINGS BANK

This was the second Mutual Savings Bank to be chartered in Auburn, the charter being dated February 16, 1875, with John F. Randall, John F. Cobb, F. M. Jordan, Ara Cushman, Seth P. Miller,

H. A. Wheelock, Henry Willis, John Pickard, J. R. Learned, S. S. Hersey, Barker Brooks, and S. F. Merrill as corporators.

At its organization, the first Officers were John F. Cobb, President, and J. R. Learned, Treasurer. The first Trustees were John F. Cobb, S. P. Miller, H. A. Wheelock, W. H. Rounds, Dana Goff, Ara Cushman, and Henry Willis.

The Bank commenced business May 3, 1875, at Auburn Hall Block, sharing rooms jointly with the National Shoe and Leather Bank. These two banks remained in Auburn Hall Block until June, 1889, when the Mechanics Savings Bank Building at 79 Main Street was ready for occupancy. The History of Androscoggin County (1891) states that "This building is the finest block in Auburn, cost $50,000.00 and contains the banking rooms of this bank and of the National Shoe and Leather Bank, besides two stores on the first floor, elegant offices on the second story, while on the third is one of the finest Masonic Halls in Maine."



*The Mechanics Savings Bank building at 79 Main Street.*

In 1893, because of the failure of a local shoe factory, in which one of the bank's officers was an owner and to which concern substantial loans had been made, a heavy loss was sustained. The State Banking Commissioner writes in his report that he had been critical of these loans. As a result of this loss, the deposits were scaled down 12½% on a petition to Judge Walton February 7, 1893. A search of the Bank Commissioner's records fails to show any refund to the depositors. The Bank Commissioner indicated a loss of $109,948.00.

Over the years since that time, the Bank has prospered and has steadily grown in size and financial strength under able management. This is especially true under the present President Frank Linnell and Treasurer Henry Churchill. It is a bank of "friendly service."

The first published statement on file in the Bank Commissioner's Office for the year 1875 shows assets of $58,194.36.

The last published statement of June 28, 1968 shows deposits of $10,712,718.23, and assets of $11,619,503.54.

On June 30, 1967 the Trustees were: Earle M. Chesley, Frank Linnell, Carroll H. Whipple, Radcliffe G. Mitchell, William R. Huston, Henry F. Churchill, and Otis C. Haskell.

Officers were Frank W. Linnell, President; Earle M. Chesley, Vice President; Carroll H. Whipple, Vice President; Henry E. Churchill, Treasurer; Jane P. Norris, Assistant Treasurer, and Diane B. Sturtevant, Assistant Treasurer.

Officers over the years have been:

Presidents, John F. Cobb, 1875 - 1893; Dr. B. F. Sturgis, 1893 - 1903; J. P. Hutchinson, 1903 - 1915; Tascus Atwood, 1915 - 1933; Forest E. Ludden, 1933 - 1951; Frank A. Getchell, 1951 - 1956; Frank W. Linnell, 1956 - .

Treasurers, J. R. Learned, 1875 - 1889; J. W. Stetson, 1889 - 1925; Frank A. Getchell, 1925 - 1951; Henry E. Churchill, 1951 - .

Assistant Treasurers, Jane Norris, and Diane B. Sturtevant.

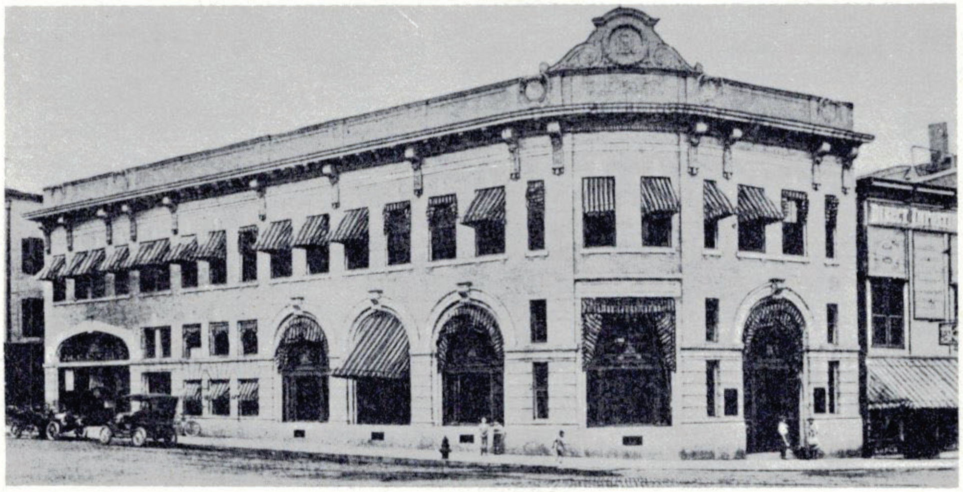
## NATIONAL SHOE AND LEATHER BANK

The National Shoe and Leather Bank was chartered May 17, 1875, (Charter No. 2270) with a capital of $200,000.00.

The first Directors were Ara Cushman, John F. Randall, John F. Cobb, Francis M. Jordan, Henry Willis, and George C. Wing. Ara Cushman was elected President; J. F. Randall, Vice President; and M. C. Percival, Cashier.

The bank was first located in Auburn Hall Block, on Court Street, and shared quarters with the Mechanics Savings Bank (opened May 3, 1875). When starting, and for a time thereafter, both banks had the same offices.

In June, 1889, both banks moved into the new block built by the Mechanics Savings Bank at 79 Main Street. The National Shoe and Leather Bank remained there until 1910 when its new bank building at Court and Turner Streets was ready for occupancy.



*The original National Shoe and Leather Bank Building at the corner of Court and Turner Streets, now the principal Auburn branch of the First Bank of Lewiston-Auburn; first floor rear, a state Automobile Registration office, at the time of this picture the location of Darling Automobile Co., salesroom, Auburn first. The upper floor provides for professional offices.*

The "History of Androscoggin County" (1891) states that United States National Bank Examiner F. W. Parker found a deficit of $180,000.00. The deficit was made up from bondsmen, surplus funds, and a 10% assessment on capital stockholders.

This bank entered upon a new era of prosperity under the able guidance, in 1904, of George P. Martin as President and Everett L. Smith as Cashier. Both of these men inspired confidence.

All went well until the Great Depression of 1929-1934. Following the Bank Holiday of March 1933, the Federal Authorities declined to let the bank reopen for general business, although limited service was permitted.

On December 19, 1933, the bank was placed into Receivership by the Federal Authorities, with Ernest M. Shapiro as Receiver. An arrangement was made with the First National Bank of Lewiston to pay the secured depositors 100% and the unsecured depositors 50% of their deposits. At the same time, the First National Bank of Lewiston purchased the agreed-upon good assets, the building, and the equipment. The bank was reopened for business as a branch in December 1933. When the First National and the Manufacturers National merged in October 1960, it became a brance of the merged banks.

Mr. Donald White, Executive Vice President of the First National Bank of Lewiston-Auburn, wrote in 1959 the following:

> "From the writer's knowledge as the Executive Officer of the First National Bank, and for several years the active supervisor of the branch; from his knowledge of the increase in value of the securities purchased and of those retained by the Receiver; and the collection of considerable sums by the the Receiver in Notes and mortgages held by him, it is his opinion (Donald White) that this bank, along with many others, was forced to liquidate by the hasty action of the Roosevelt Administration. Even in liquidation the unsecured depositors received total payment of 83.31% of their deposits."

Officers of the National Shoe and Leather Bank:

Presidents, Ara Cushman, 1875 - 1904; George P. Martin, 1904 - 1929; Parker B. Smith, 1929 - 1933.

Cashiers, Marshall C. Percival, 1875 - 1891; Everett L. Smith, 1891 - 1926; Parker B. Smith, 1926 - 1929; Edward R. Smith, 1929 - 1933.

| | Assets |
|---|---|
| *October 1, 1875 | $ 293,375 |
| *October 2, 1876 | $ 555,296 |
| # 1932 | $4,236,763 |

*From information supplied by Administrator of National Banks Sept. 1, 1967
#From information supplied by Moody's Investment Service August 17, 1967

## THE AMERICAN BANKING AND TRUST COMPANY

This bank was first chartered in March 17, 1887, as the Maine Mortgage Loan and Investment Company, with W. W. Bolster, R. K. Benner, Arthur B. Latham, E. P. Wentworth, James Munroe, Charles A. Munroe, Albert T. Gamble, and Nathaniel S. Crew as corporators.

The organization completed on April 7, 1887, the Directors being W. W. Bolster, N. W. Harris, and F. R. Conant of Auburn, J. E. Briggs of Winthrop, S. A. Holbrook of Freeport, G. E. Smith of Boston, and E. P. Wentworth of Portland.

The Officers were W. W. Bolster, President, and N. F. Woodbury, Treasurer.

In 1889, under the Private and Special Laws, the Legislature passed an Act amending the Charter and changing the name to the American Banking and Trust Company and increasing the powers of the Corporation. This act was approved by the Governor on February 13, 1889.

According to the "History of Androscoggin County," the amended charter granted the corporation power to "do a general banking business; receive deposits subject to check, also time deposits on which it was to pay interest; to act as trustee for any person, firm or corporation; negotiate loans; issue and sell bonds secured by first mortgages on real estate; buy, sell, exchange and deal in any kind of property; receive money and trust funds." This account also states that "It issues Certificates of Deposit bearing four and one half or five per cent interest per annum according to time and amount which are specially advantageous to persons having considerable sums of money not in use for a short or long time".

On December 31, 1896, the corporation was adjudged insolvent and a Receiver was appointed. At that time the deposits were only $45,453.19. The Bank Commissioner's Report states that the insolvency was caused by heavy investments in Western farm mortgages. On May 10, 1898, a divident of 25% was paid; on November 15, 1898, 25% was paid, and on November 15, 1901, another 12½% divident was paid. A total of $28,810.90 had been paid as of that date.

At about this time a shortage of $27,457.86 was discovered in the Receivership accounts, and on November 15, 1892, the Receiver was removed from office. A letter from the Commissioner's office states that "Apparently he was bonded and most of the shortage recovered". A fourth divident was paid January 2, 1903; on July 15, 1903, a 7½% one was paid. Apparently the stockholders lost their money."

The first Receiver used part of the funds for his own purpose, and assets of the bank were claim against the Receiver. The first Receiver was replaced by Seth M. Carter who closed the affairs of the bank.

The "Androscoggin County History" located the banking rooms in Goff Block.

## AUBURN SAVINGS & LOAN ASSOCIATION

Application for the charter for Auburn Loan and Building Association was made to the State "Examiner" on April 27, 1887. Charter was granted on May 14, 1887. Organization meeting was held in Auburn Hall, May 17, 1887.

The principal "moving spirits" were Albert R. Savage (Later Chief Justice of the Maine Supreme Court), George G. Gifford, and W. W. Stetson. Original "associates" included three manufacturers, four lawyers, four merchants, thirty-four shoeworkers and mechanics, a clergyman, a school superintendent, an insurance agent, a baggage man, an apothecary, a dentist, and a journalist.

The first Directors were: Ara Cushman, Albert R. Savage, W. W. Stetson, A. M. Penley, George G. Gifford, L. W. Haskell, George W. Curtis, William A. Robinson, and George W. Bumpus.

The first Officers were: A. R. Savage, President; L. W. Haskell, Vice President; George G. Gifford, Secretary.

The first business was transacted June 6, 1887.

The first "office" was desk room with J. W. Mitchell at 34 Court Street, - including the use of one-half of Judge Mitchell's safe. In 1897 the office was moved, briefly, to the Elm Block, and soon thereafter to the office of J. P. Hutchinson Co., then at 83 Main Street. In 1914 the Association set up its own office, upstairs in the Mechanic Savings Bank Building. In 1928 it was moved across the street to the ground floor location at 78 Main Street in the rooms once occupied by the first Auburn Trust Company. The present building on Court Street was constructed in 1956 and occupied in February, 1957.

Presidents, Albert R. Savage, 1887 - 1897; W. W. Stetson, 1897 - 1899; Lewis W. Haskell, 1899 - 1910; Ruel W. Smith, 1910 - 1914; John R. Webber, 1914 - 1923; Albert H. Conant, 1923 - 1933; George Geddes, 1933 - 1935; George C. Wing, Jr., 1935 - 1947; Henry W. Turgeon, 1947 - 1963; Fernand Despins, 1963 - 1967; Stanley S. Merrill, 1967 -.

Secretaries or Managing Directors, George G. Gifford, 1887 - 1897; J. P. Hutchinson, 1897 - 1914; Ruel W. Smith, 1914 - 1942; Fergus Upham, 1942-.

In 1959, the name was changed to Auburn Savings and Loan Association better to express the two principal functions of the business.

In 1933, the Association joined the newly established Federal Home Loan Bank System and has since then been able to avail itself of the advantages of belonging to the nation-wide reserve credit system which serves Savings Banks and Savings and Loan Associations in a manner similar to that in which the Federal Reserve System serves Commercial Banks.

In 1946, the Association made the first veteran's home loan made in Androscoggin County under the so-called G. I. Bill of Rights.

In 1951, the Auburn Savings and Loan Association became the first chartered Association in Maine to adopt Federal Insurance of its accounts.

In 1962, the Association was a party to what is believed to be the first participation in conventional home mortgages ever conducted between associations in different parts of the state.

Present Directors are: Earle M. Chesley, Donald R. Dion, Albert H. Dussault, Stanley S. Merrill, Edwin M. Perkins, Fernand L. Pontbriand, George W. Tufts, Henry N. Tukey, Jr., Fergus Upham, Roger L. Williams, Jr.

The first published statement of July 27, 1887 shows assets of $4,770.

The first published statement of January 10, 1888 shows assets of $13,783.

The first published statement of July 28, 1888 shows assets of $24,585.

The last published statement of March 29, 1968 shows assets of $4,067,707.

The last published statement Members March 29, 1968 3,619.

## THE AUBURN TRUST COMPANY

The Private and Special Laws show that this bank was chartered in 1889 and approved by the Governor on March 2, 1889. The Bank Commissioner's Report gives the organization date as June 5, 1890, and the "History of Androscoggin County" states that the bank began business in September, 1890.

The Corporators were George C. Wing, Ara Cushman, Oscar Holway, Seth M. Carter, Marshall C. Percival, and Samuel F. Merrill. The history above mentioned also includes the names of George D. Bisbee, J. R. Learned, Edward H. York, Herman A. Packard, George A. Wilson, L. Linn Small, and B. F. Sturgis, as associates. However, this last group of names does not appear in the Act itself.

The first President was Samuel F. Merrill; Vice President, George C. Wing; and Treasurer, James F. Atwood.

The Bank Commissioner's Report of January 1, 1891, reports the Directors as Samuel F. Merrill, Ara Cushman, L. Linn Small, B. F. Sturgis, A. R. Savage, George C. Wing, Seth M. Carter, Oscar Holway, H. A. Packard, F. Penley, John F. Lamb, with Capital Stock $75,000; Surplus and Undivided Profits, $9,000.

The first banking rooms were with the National Shoe and Leather Bank at 79 Main Street, in the Mechanic Savings Bank Block. Soon after, it moved to the Board of Trade Rooms, at 83 Main Street, where it remained until, quoting the "History of Androscoggin County", completion of magnificent banking rooms in Elm Block at 33 Court Street; which it had purchased for $12,600.00 in 1890 and alterations costing from $12,000 to $15,000 were made.

The Bank Commissioner Report states that the capital stock was scaled down 10% in 1894. In a letter to Mr. Donald White, one of the Commissioners stated: "This is a peculiar quirk, because generally more stock is issued to plug capital deficiency rather than a scaledown."

The official records show that the bank was voluntarily liquidated in 1902, the bank being embarrassed by loans, which proved to be of no value, to a corporation controlled by one of the bank officers. In the liquidation, the depositors were paid in full, and a 50% liquidating dividend was paid to the stockholders. The Auburn Savings Bank bought the building and moved in in 1903 where they remained until the erection of their present building.

The stockholders lost $25 per share on 1,310 shares.

## THE ANDROSCOGGIN TRUST COMPANY

The Androscoggin Trust Company was incorporated December 4, 1916, (not to be confused with a bank by the same name which was chartered February 19, 1891).

The information about this December 4, 1916, chartered bank is included as part of the history of the First Auburn Trust Company; therefore, it is not repeated here.

## THE TWIN CITY TRUST COMPANY

This bank was chartered December 29, 1916, with the same corporators and officers as the Androscoggin Trust Company; but the place of business was to be in Lewiston. No bank was organized under this charter.

## SAINT LOUIS FEDERAL CREDIT UNION

The Saint Louis Federal Credit Union was organized March 31, 1955, and started business May 15, 1955.

The Charter Members were: Normand P. Morin, Gaudios Ouellette, Henry W. Lague, Remus Morin, Maurice P. Morin, Philip L. Ouellette, Joseph Cote, Joseph St. Pierre, Charles Provencher, Aime Carrier.

The field of membership is limited to those having the following common bond of association, occupation, or residence: "Members of St. Louis Roman Catholic Parish in Auburn, Maine; employees of this credit union; members of their immediate families; and organizations of such persons."

The First Board of Directors was: Henry Lague, President; Laureat Dupont, Vice President; Rosaire La Fontaine, Treasurer; Fernand St. Pierre, Secretary; Robert St. Hilaire, Sr., Education Committee.

From May 1955 to February 1957, business transactions were at the Treasurer's home (9 Broad Street) weekday evenings, and in the Parish Hall on Sunday mornings. Starting March 1957 to September 1965, business was transacted in a one-room building erected for that purpose at 1 Broad Street. In October, 1965, a new two-story building, located at 33 Dunn Street, was completed. The land and building are owned by the Credit Union.

A Junior Program is carried on for students of the St. Louis School with five hundred members as of December 31, 1966, and a balance of $8,422.74.

The Financial Report for May 31, 1955, shows 41 accounts with assets of $1,305.15.

The Financial Report for December 31, 1955, shows 118 accounts with assets of $8,028.50.

The Financial Report for May 31, 1968, shows 1,976 accounts with assets of $999,741.00.

Presidents, Henry Lague, 1955; Rene Parent, 1956 - 1957; Philippe Dufresne, 1957 - .

Treasurers, Rosaire La Fontaine, 1955 - 1966; Miss Louise Roy, 1967 - .

Directors are Louise A. Roy, Gerard R. Cote, Philippe Dufresne, Rosaire

La Fontaine, Mrs. Noella D. Rocheleau, Robert St. Hilaire, Jr., Robert D. Turcotte.

## THE SACRE COEUR FEDERAL CREDIT UNION

The Sacre Coeur Federal Credit Union was organized and started business March 13, 1951.

The first Corporators were Pamphile Morrissette, Alfred Tancrel, Adrian Gastonguay, Rudolph Hamann, Amedee P. Gobiel, Rita Dufresne. The first Directors and Officers were Pamphile Morrissette, Alfred Tancrel, Rita Dufresne, Adrien Gastonguay, and Rudolph Hamann.

The Union was located at 46 Lisbon Street, Lewiston, from March 13, 1951, to September 9, 1962, at which time it moved to its own quarters on 20 Washington Street, Auburn. There, quarters were purchased and improved in August of 1962.

Resources at end of its first year were $12,207.61

Resources on July 31, 1968 were $958,517.

Present number of members 1,791.

Presidents, Pamphile Morrissette, 1951 - 1962; Caroll Levasseur, 1962; Treasurers, Rita Dufresne, 1961, two months; Alphonse J. Dugal 1961.

## OTHER BRANCH BANKS

Lewiston, Augusta, and Portland banks have opened the following branches in Auburn:

The First Bank of Lewiston-Auburn opened branches in the old National Shoe and Leather building December 1934; Center Street September 2, 1964; 69 Court Street, March 3, 1965; Minot Avenue July 14, 1965.

Androscoggin County Savings Bank of Lewiston opened a branch at the Auburndale Shopping Center November 10, 1965, with Gerard B. Paradis as Assistant Treasurer and Manager. Parker L. Brooks Jr. is the present Manager.

The Depositors Trust Company of Augusta opened a branch at 73 Spring Street December 5, 1960, with Ralph Fletcher as Manager. Ira Pitcher is the present Manager.

Casco Bank and Trust Company of Portland purchased all the assets and assumed the liabilities of the First Auburn Trust Company with its New Auburn Branch as previously noted on February 29, 1960. January 29, 1962, Casco opened a small branch in the "A and P's" parking lot on Minot Avenue, with Wilford Leonard in charge.

Canal National Bank of Portland opened a branch at the Auburndale Shopping Center November 18, 1965, with Roland E. Durocher, in charge.

# Chapter 6

## SHOES, AND OTHER INDUSTRY

AUBURN industry derived little benefit from water power on the Androscoggin River until the Libbey-Dingley Dam went into operation at Deer Rips, three miles up-river from the falls at Lewiston-Auburn, in 1905.

This major construction venture by W. S. Libbey and Henry M. Dingley put Auburn's shoe manufacturing plants on a parity with all other industry in the area for obtaining an ample and efficient means both for light and motive power in their factories.

The use of direct water power remained for the Lewiston textile mills by means of a canal carrying water to their wheels or turbines from the headwater bay above the dam at the falls. Auburn's only textile plant, the Barker Mill, in New Auburn, had its own water power dam on the Little Androscoggin River.

Before the Deer Rips Dam, most of Auburn shoe factories powered their machinery by steam, either by individual plants, or units serving groups of manufacturing firms, as those in Roak Block. One firm in that group, the American Shoe Manufacturing Company, had already ventured into the use of electric power via the power dam of the American Electric Light Company at Littlefield's Corner on the Little Androscoggin River, in Auburn.

The American Electric Light and Power Company had been in operation since 1888; and another, known as the Lewiston and Auburn Electric Light Company, with a station on Broad Street, Auburn, since 1884. Both of these companies had been mainly concerned with selling electricity for house and street lighting and had acquired some business in both cities.

After the Deer Rips hydroelectric plant was in operation under the designation of Androscoggin Electric Company, in 1914, the Lewiston and Auburn Electric Light Company was merged with it. The American Electric Light and Power Company eventually sold out its holdings on the Little Androscoggin.

The concrete dam at Deer Rips had a height of 33 feet and was 1018 feet long. It produced a pond area in the river above it of 130 acres, and it was estimated to produce 12,000 horsepower. An auxiliary steam plant provided 5,000 to 8,000 more.

The Deer Rips installation did much to give Lewiston-Auburn and environs industrial impetus. To further utilize its products, W. S. Libby put in an interurban electric car line between Auburn, Lewistan, and Portland, a fine service that did well until automotive vehicles outmatched this means of transportation.

The market for electric power kept mounting; and, in 1925, the Central Maine Power Company, an enlarged title of the Androscoggin Electric Company, under Walter Wyman's leadership, undertook the construction of a much larger hydroelectric installation one mile up-river from Deer Rips. This massive concrete dam, two years in building, was at what was known as Clark's Rips. It was 50 feet high and 2700 feet long. It created an artificial lake nine miles long and a mile wide in places, comprising 2,968 acres. It cut off, at a point opposite East Auburn, the River Road from Auburn to Turner, and required the moving of Keene's Mills Cemetery.

When this dam, given the name of Gulf Island, went into operation in 1927, it was capable of producing 40,000 horsepower, giving a total, with Deer Rips and auxiliaries of well over 50,000 horsepower to further energize the Industrial Heart of Maine.

## HOW THE SHOE INDUSTRY GREW

Despite occasional dips of depression, Auburn's shoe industry had grown steadily from the time of the Civil War, and at the turn of the century was Maine's principal shoe manufacturing center and the economic backlog of the community.

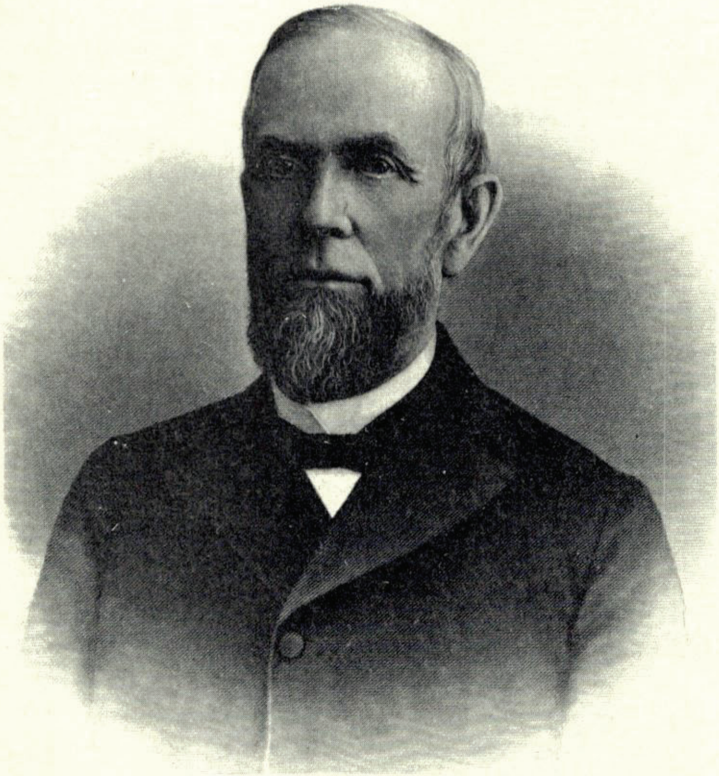
Availing of an ample source of hydro-electric power and applying all the machinery and techniques known to the shoemaking trade, the next 20 years brought its peak of production.

In 1865, the closing year of the Civil War, Auburn shoe factories produced 600,000 pair of boots or shoes, which was double the number produced four years previous. For the year 1900, the total was near 6,000,000 pairs. Between those brackets was the ceaseless process of industrial evolution.

At the outset of the War between the States, Auburn had 23 shoe factories of varying sizes, and relied heavily on "outwork" in homes and small neighborhood shops. The calling into military service of many shoemakers had caused manufacturers in large centers to introduce newly-invented labor saving machinery in their factories; however, Auburn factory owners were slow to modernize. Some clung to "outwork" well into the 1870's.

Ara Cushman, the "new idea" shoeman who had moved his factory from Minot, in 1863, set the stride for mechanization in the Auburn shoe industry. After the close of the war, he built himself a brick factory on Court Street alongside the railroad tracks; and, in addition to mechanical devices already in use, his became the first factory locally, and second in Maine, to install the new McKay stitcher. This machine was the first one capable of sewing the upper of the shoe directly to the sole. It could accomplish in a minute a task which took an hour to do by hand labor.

This factor increased the volume of Cushman business not only because of greater speed in manufacture, but because a $2.50 shoe could be sold for $2.00. Other Auburn shoe manufacturers were not long in duplicating this process, and from then on increasing mechanization paced the industry. It resulted in higher total production, not by more factories, but by larger factories more completely equipped.

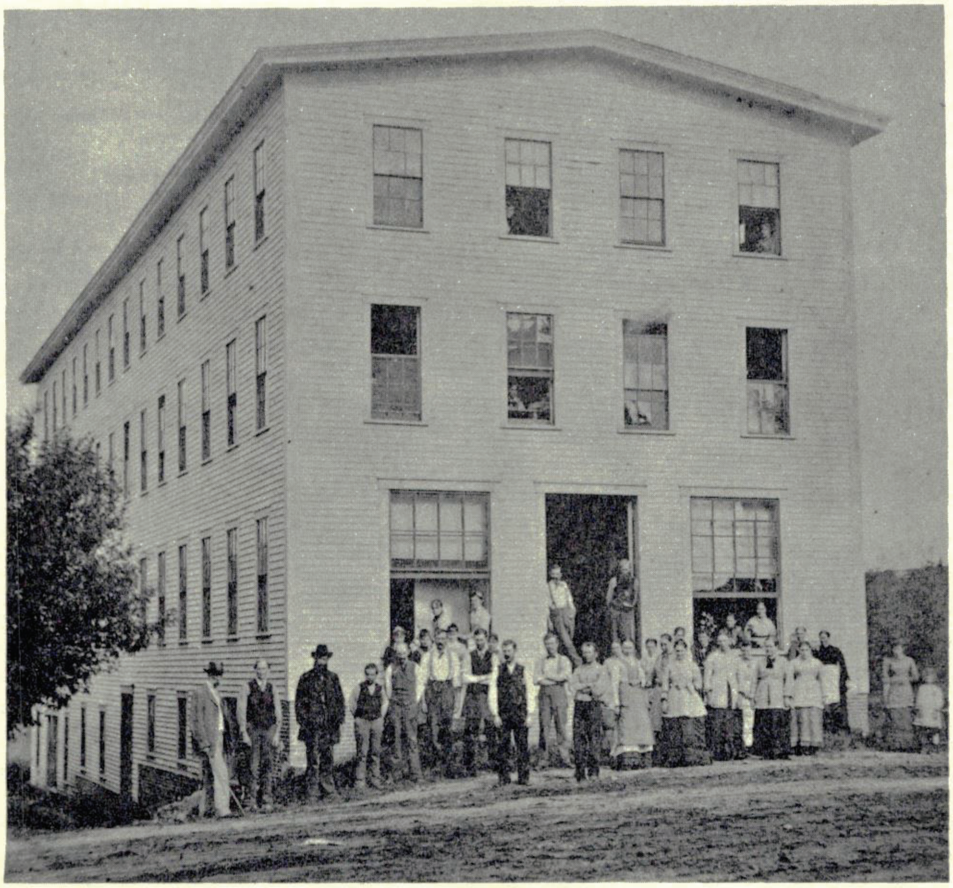


*Ara Cushman, patriarch of the Auburn shoe industry. Picture taken in his later years.*

In 1870, came the Goodyear welt sewing machine, a departure from the McKay stitcher in that the sewing of upper to sole was along the welt of the shoe and so avoided the inside seams that came from McKay stitching. During the year 1871, Auburn factories produced 2,370,000 pairs of shoes, a gain of

300% in six years; 2,137 persons were employed; and the annual payroll was $621,600.

With these refinements came new concepts in footwear. Whereas beginning production had been mostly confined to heavy work boots for men and women's shoes for everyday wear, the trade turned to men's brogans and better grade shoes for women and misses. Greater variety of leathers came into use; and Cushman experimented with a canvas-top, leather-soled shoe.



*When there was a shoe factory on Goff Hill, that of I. C. Lombard and Company, located on Court Street opposite where Western Avenue enters the street. Picture probably taken in 1869.*

## Cradle Of The Industry

While gradually retiring from active shoe manufacture himself, Jacob Roak was still doing his part to uplift the Auburn shoe industry. Prominent in the whole business life of the city, and especially interested in a water power and textile mill development on the Little Androscoggin River, he also joined with eight others, in 1871, in the construction of a four-story brick building on Main Street, sectionally divided for mercantile and industrial purposes.

This building, known as Roak Block, became a virtual cradle for a succession of shoe manufacturing firms that would bring the Auburn shoe industry to levels of greatness in later years. Among those making their start there were such long-time leaders as Dingley & Foss and Wise and Cooper. The building stood at the same location in 1968, but was in partial disuse.

Meanwhile, other firms besides Cushman's were well established in other parts of the city: E. F. Packard & Co. and Moses Crafts Co., on Railroad Street; I. B. Lombard & Co., on Goff Hill; J. F. Cobb & Co., in Pickard Block on Main Street; James Munroe Co., which kept Auburn's first factory running into the 1880's, when descendent interests such as Foss-Packard Co. and Munroe, Packard and Linscott set up new factories in the central part of the city.

During this time there was one process in shoe manufacture that offset much of the gain in machine sewing. This process was in lasting; and it was not until 1888 that a lasting machine that would pull uppers over the lasts with all the dexterity of human hands was devised and put into use. This change was far from pleasing to lasters who lost employment thereby; but it set shoe production on a new course of increased speed.

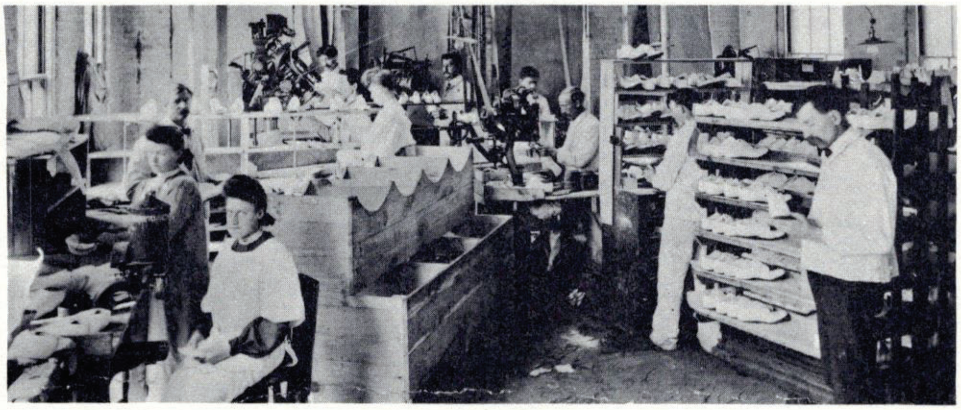
## The Largest Shoe Factory

At the time of its erection in 1868, Ara Cushman's 4-story brick factory building was the largest in Maine. With repeated additions to accommodate the ever-increasing production, it became known as the largest shoe factory under one roof in the United States, hence in the world. Adding to this, when the Packard & Briggs Company ceased operation in 1882, Cushman took over its building at Court and Railroad Streets, calling it Cushman Factory No. 2. The Ara Cushman Company was then employing over 1,000 hands.

A highly intellectual person, concerned with the welfare of workers, Cushman introduced a profit-sharing plan in the late 1880's. While business was good and the sharing in profits considerable, the workers were satisfied. But when the financial depression of 1893 retarded business and lessened profits for all, workers were displeased. Labor trouble resulted; and this fact, together with the depression, dealt the Ara Cushman Company a blow from which it never recovered. In 1903, the company assigned. Ara Cushman, the grand old man of the Auburn shoe industry, died in 1910.

## The White Shoe Run

In place of the Ara Cushman Company a new firm was started in 1904, by Charles L. Cushman, son of Ara, who had been his factory superintendent, and John H. Hollis, a Boston shoeman. Known as the Cushman-Hollis Company, this firm moved on to new success. Ara Cushman had kept up the manufacture of some canvas shoes from the time he first experimented with them, years before. Now the new company put the high-production push on the white canvas line, and the sale of this warm-weather footwear was not only country-wide but spread to many parts of the world. The demand became so great that the Dingley-Foss Shoe Company, which had been in business since 1876 and had made some so-called athletic shoes, also turned to white canvas shoe business. Together, the two firms brought to Auburn the title "White Shoe City of the World."



*A lasting room in the Cushman-Hollis factory at the height of the "White Shoe Run." Picture taken about 1916.*

At the height of the white shoe run, in 1917, Cushman-Hollis was employing 2,100 persons with a daily output of 26,000 pairs. With the end of World War I, demand for this type of shoe waned; and both firms turned to more conventional types for both men and women.

## The Turn Shoe Line

Meanwhile, the development of a so-called "turn" process in shoemaking had led two other Auburn firms into phenomenal success in the manufacture of comfort shoes for women. The turn process was accomplished by an adaptation of the Goodyear welt machine, a method by which the shoes could be soled inside-out and then turned. This allowed use of extra light and pliable sole leather, hence the "comfort" application.

Two young men from Minnesota, Ralph M. Lunn and Alfred J. Sweet, who started their careers as salesmen, Lunn having some manufacturing experience, sensed a great marketing potential in this type of shoe and by 1908 had set up a factory of their own in Auburn. The business had been started in a small way five years before, with a crew of 50 getting out 200 to 275 pairs a day. By 1916, in the modern new factory, a 4-story brick building still standing on Minot Avenue, 1200 workers produced daily 6,000 pairs of "Ye Olde Time Comfort" or "Sweet Sally Lunn" shoes.

Although Ralph Lunn died in 1916, at age 37, the business continued under the name Lunn & Sweet, and eventually other firm names, until 1937. Only in the closing years did the comfort shoe lose its appeal, and the firm turned to other styles.

Two salesmen of the Lunn & Sweet organization, Charles Ault, an Indiana native, and Charles Williamson, from Tennessee, decided, in 1915, to try their hands at the manufacturing process. In addition to a high-top comfort shoe for women, either buttoned or laced, the Ault-Williamson Company featured a low strap shoe of comfort design. It built up a large selling organization, extending into the South and West, with a distribution center at St. Louis, Missouri. It occupied the 4-story former Foss-Packard factory on Main Street and, until its closing years in the late 1930's, enjoyed a record-breaking business, even extending to other types of women's shoes. Nevertheless, another Auburn shoe firm, the H. G. Lumbard Company, continued with turn shoe manufacture for several more years.

### Other Leaders

These firms alone were not the sole contributors to the prosperity of the Auburn shoe industry. Whereas Auburn's earlier shoe factories had engaged mostly in the manufacture of men's footwear, the trend through the years had been toward women's shoes. For instance, at the turn of the century and through 1912, National Shoemakers, Inc., was a large manufacturer of men's shoes; and Foss, Packard & Co., from 1880 to 1916. Field Bros. & Gross became a principal men's shoe manufacturer in Auburn from 1905 until the death of Fred J. Gross, in 1930. In the following year, Koss Shoe Company started in this area, and in 1968 was Auburn's only men's leather shoe manufacturer.

In 1921, Barker Shoe Company, began specializing in Auburn by manufacturing arctic or moccasin-type shoes; but in 1945 it was absorbed as the

Lewiston Division of Knapp Bros. Shoe Company. From 1922 until 1940, Wood & Smith Company ran an infants' shoes manufactory which enjoyed a national clientele, at one time keeping two factories busy. In 1923, William Bickford, a specialist in the manufacture of Indian-type moccasins, started the Bickford Moccasin Company, which not only continued until the 1950's, but saw a succession of manufacturers of moccasin-type shoes for women, some of distinct style design, came into the local field.

Other substantial firms extending into the 20th century included Howard, Briggs & Pray, Ashe, Noyes & Small, and Wise & Cooper.

## ALLIED INDUSTRIES

It was not shoe factories alone that made Auburn the shoe manufacturing center of Maine. Added to them were related trades and enterprises that made the shoe industry complex complete.

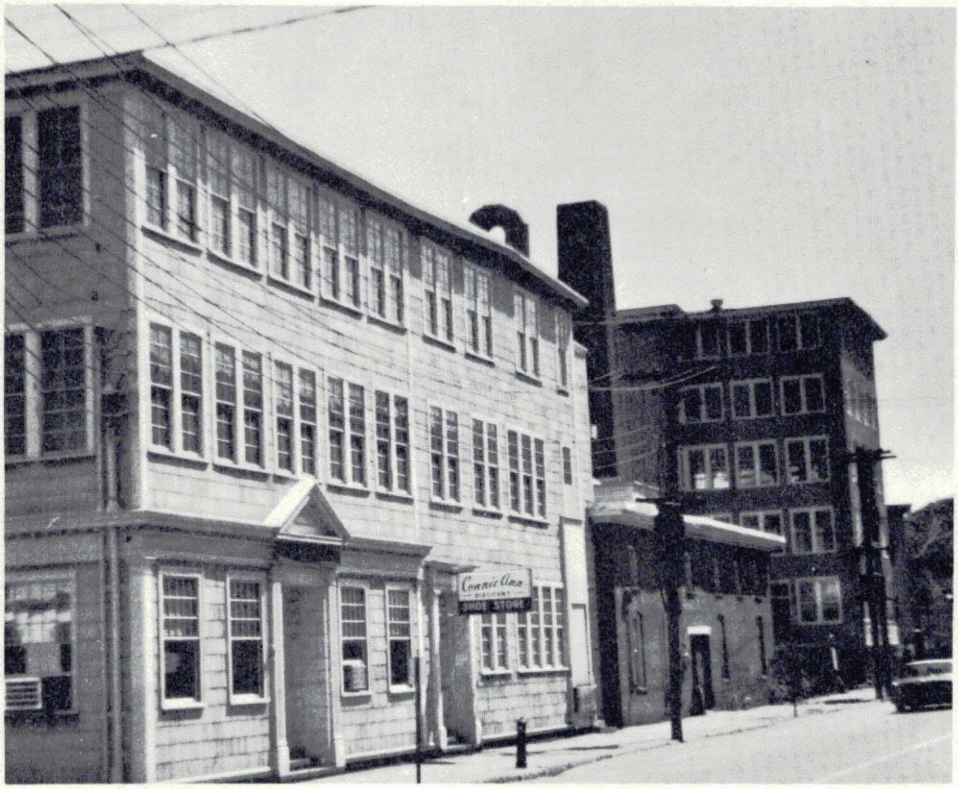
For years, three large, separately-owned mills were kept busy making the wooden cases in which shoes were shipped to outside markets. Also, two, and during one period three, paper box factories provided the cardboard boxes for shoes. These satellite industries continued until well after the turn of the century when corrugated cardboard cartons replaced wooden shipping cases, and the ease of transportation concentrated paper box manufacture in distant centers.

In its infancy, the Auburn shoe industry relied largely on cowhides, cured and tanned locally, for its leather supply. Change in tanning methods and the ever-increasing demand of the industry outgrew the facilities of the Miller & Randall tannery, in business at Goff's Corner when Auburn was a town, and which, combined with shoe manufacture on its own account, stayed in business until 1869. Leather, lining cloth, thread, nails, eyelets, and other shoe findings increasingly came on order from outside firms which maintained local agencies or visiting salesmen.

### The Shoe Last Business

One of the largest allied industries was in the manufacture of shoe lasts, especially after the Civil War, when the custom of making rights and lefts in shoes first started. In 1883, two brothers, Amos and Ira Fitz, bought out the three-year-old Auburn Last Company, built their own factory in 1890; and, by successive innovations and inventions, made it one of the most outstanding last-making plants in the country, and the only one east of Boston. The period 1911-1915 saw a transfer of the Fitz ownership to an outside concern, but the name Fitz Bros. remained with the factory to the end of its operation.

When the Fitz Brothers last factory was moved to Massachusetts, in 1954, Robert J. Holmes, who had been employed by the company for some time, remained in Auburn and organized the Auburn Last Company. This operated for a short period and then moved to Lewiston, where it operated under different ownership in 1968.



*Former Fitz Brothers last factory on Minot Avenue, now district office building of United Shoe Machinery Company, boiler house attached, and four-story former Wood & Smith Co., factory in rear, occupied in 1968 by Standard Shoe Products Company.*

The Martin Last Company started operations in making and repairing lasts in the former Cushman Factory building as recently as 1968.

The Fitz Brothers building on Minot Avenue was owned and occupied by the United Shoe Machinery Company for office purposes in 1968. This rights-owning corporation had a branch office in Auburn since 1897 and was a principal lease and servicing agency locally for shoe manufacturing machinery.

With the perfection, in 1928, of the cement process of shoemaking, so applicable to Auburn's later-days specialty in women's shoes, the Compo Corporation, owner of invention rights in this process, maintained a branch office in Auburn.

In addition to these services adjunct to shoe manufacture, there existed firms specializing in the making of shoe patterns, of which there were two in 1968, Fred J. Foster, Inc., and Nadeau Pattern Company; five which manufactured metal dies for cutting out leather by required outlines: Androscoggin, Auburn, Commerce, Eastern, and Maine Die Companies; Donnell-Bixby Inc.; Gould & Scammon Inc. and others that manufactured shoe counters, box toes, socklinings, and other accessories.

### The Heel Industry

An additional allied industry that began as a supplier of ordinary leather heels for both men's and women's shoes, picked up impetus with the advent in 1918 of high and tapering heel styles for women's shoes. At first, the shoe factories sought to build and shape these high heels; then the Leighton Heel Company set up locally to manufacture complete leather heels on factory orders. This business became so prosperous that it had three additional factories in other parts of the country.

Meanwhile, the Auburn Heel Company had successfully projected the manufacture of wood heels to be painted or leather-covered. Next, plastic became a popular material for heel manufacture. Rubber, which replaced leather for men's shoe heels in 1920, now has little if any use in shoes for women. Furthermore, the manufacture of shoe heels for women has become a large industry by itself, there being four busy factories operating in Auburn in 1968: Auburn, Advance, Northeastern, and Rangeley Heel Companies.

### Rise And Fall

The tempo of the Auburn shoe industry increased during the first two decades of the new century. In 1922, it reached its peak. Auburn was then the fifth largest shoe production center in the United States, with an output of 70,000 pairs a day, and about 8,000 persons employed in 12 factories, an increase of 5,000 in 12 years.

From then on competition was increasingly felt because of more shoe factories operating in other parts of the country, and the nation-wide depression in 1929 had a pronounced effect. Efforts to reduce production costs resulted in labor difficulties, and in 1932 a shoe cutters' strike forced the closing of two firms, Cushman-Hollis and Dingley & Foss. The latter, after a continuous career of 59 years, made no effort to reopen; but reorganization on a smaller scale kept the Cushman name active in the Auburn shoe trade for another 32 years. The Charles Cushman Company continued until 1964 under the management of E. Farrington Abbott, and later that of his sons, E. Farrington, Jr. and Luther. The Cushman bulding was then sold, but continued to house the Shapiro Brothers Shoe Company and other business concerns.

A few new shoe firms had entered the Auburn manufacturing field shortly before the 1932 strike, among them Dyer & Hall, Inc., which was to continue through 1936. The closing of the big Dingley & Foss factory, however, and reduction of production in the Cushman factory, induced several other firms, mostly from Massachusetts, into the Auburn center. These included Somerset, Clark, Lown, Durand, C. V. Watson, Maine, Venus, and B. A. Corbin & Sons. Together with Ault-Williamson, Barker, Bickford, Cushman, Koss, Lumbard, and Wood & Smith Companies, already established, this brought the total to 19 factories actively engaged in 1937, a year in which the Auburn shoe industry was visited by the greatest labor disturbance in its history.

At that time the Committee of Industrial Organization, (CIO), a newly formed national labor union, directed its efforts to making its affiliate, United Shoe Workers of America, the labor bargaining agent for the entire Auburn shoe industry, in accordance with the National Labor Relations Act, which was itself still in the experimental stage. The fact that the CIO leaders were under the misapprehension that the Auburn Shoe Manufacturers Association was the governing head of the whole industry, and first directed its demands upon that body, rather than upon the separate manufacturing concerns, did not prevent a 14 week strike with mass meetings, picketing, mob action, and individual violence, injunctions, court action and jailing, consent elections, and Labor Relations Board hearings. At one time National Guardsmen were called to the area. It was a summer of turmoil and depression in and around Auburn. Shoe production slowed almost to a stop. Hundreds were out of employment. A heavy welfare burden remained on the city for many months afterward.

Out of it, an independent union, known as Lewiston and Auburn Shoeworkers Protective Association, rather than the CIO union, became the labor bargaining agent for the Auburn shoe center and has continued up to the time of this publication. Although it had not held contracts with all factories, it had set wage-hour and benefit patterns acceptable to each.

Auburn still remains the state's principal shoe manufacturing center, but has never recovered its one-time stature. Of the 19 factories in business when the strike started in March, 1937, six had been closed when the strike closed in August, and the others found it difficult to get renewed orders.

There were numerous readjustments following the strike. Carlisle Watson sold his interests in C. V. Watson Company, Inc., to shoe manufacturers from

Haverhill, Massachusetts, the name of the firm being changed soon after to Shapiro Brothers Shoe Company, Inc. Watson joined with Henry J. Lumbard as Lumbard-Watson Company. When Lumbard died, in 1956, the business was sold to L. K. Riechert Company, which continued until 1962.

Of the shoe manufacturing firms remaining at the close of the strike, Ault-Williamson soon ceased operation, as did R. A. Corbin & Son, Somerset, and Venus. Wood and Smith continued until 1940; Maine Shoes, until 1959; Charles Cushman, until 1964. For a period, Air Tred, Inc., operated the former Ault-Williamson factory, but that, too, closed in 1963.

Remaining in business after the strike and up to the date of this publication were Shapiro Bros., Koss Shoe Company, Clark Shoe Company, and Lown Shoes, Inc., the latter with ownership changed to Isran Corporation of New York.

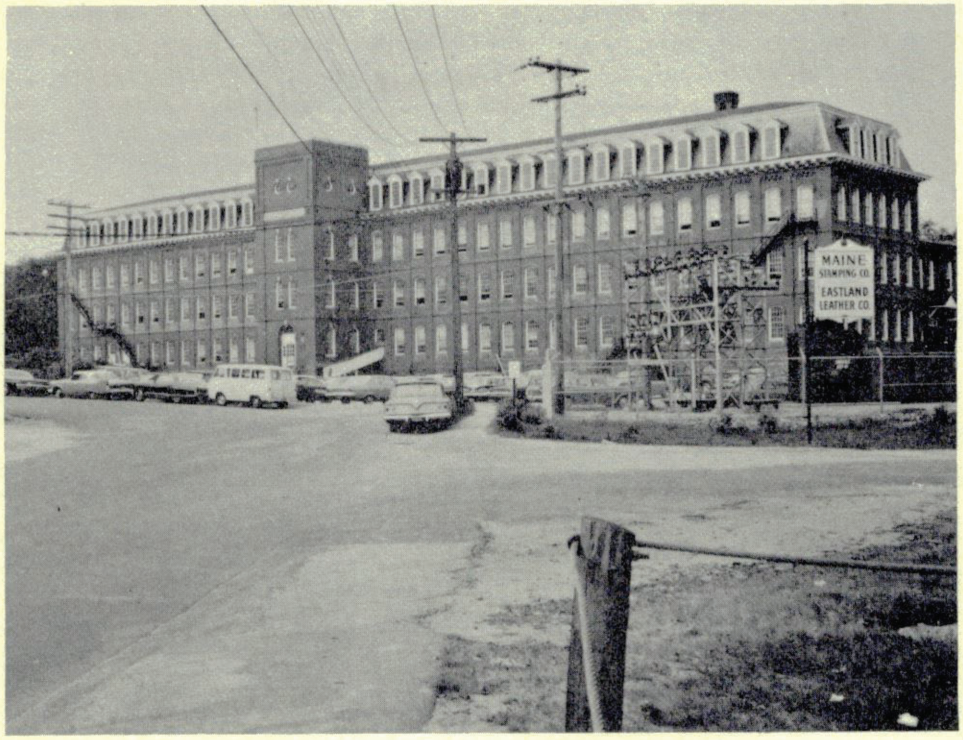
The acquisition of two other firms served greatly toward returning Auburn to its earlier level of production. In 1945, The Belgrade Shoe Company started operation in Auburn, manufacturing three types of women's footwear:moccasins, casuals, and boots. All were hand-sewn and cement processed. Its production of Belgrade "Moxees" increased so rapidly that it built a new, modern factory in Auburn outskirts, at Stevens Mills, where it was still in operation in 1968. The newest arrival, in 1966, was Bon An, makers of rubber vulcanized footwear, at a large new plant in the Littlefield's Corner area.

Municipal leaders had long sensed the economic hazards in Auburn's being principally a one-industry community. The lesson of 1937 was severe and lasting. Also, as concerned citizens looked about, they realized that Auburn had been steadily losing some of its other strong standby enterprises of former years. Out of it all, a consciousness was created that Auburn must widen its base for more productive employment and revenue by more diversified industries, added to that of shoe manufacture.

## AUBURN TEXTILES

The Barker Mill was, for a long time, Auburn's one major venture in the textile industry. It was the enterprise that gave the New Auburn section its favorable start as a business center.

The undertaking began in 1870, with the acquirement of a large area of land along the Little Androscoggin River for a considerable distance up stream from its confluence with the Big Androscoggin. The purpose of the group of businessmen, who called themselves the Little Androscoggin Water Power Company, was to develop a water power for a textile mill. This acquirement of land with right to build a power dam led not only to the dam and a five-story mill, but to the sale of home building lots to the people who flocked into the area. Among the first promotors of this waterpower, textile, and land development projects were A. M. Pulsifer, W. W. Bolster, Jacob Roak, and R. B. Dunn.



*The Barker Mill, for years Auburn's only textile plant. It was the business that brought New Auburn into being.*

The dam was completed in 1872; the mill in 1873; and "Barker Mill", so named in honor of C. I. Barker, a prominent textile executive who became its first directing agent, went into operation in 1874. It engaged in the manufacture of cotton shirtings and sheetings, and was active for many years. In 1888, it employed 275 persons and produced four million yards of goods. William Hayes, a long time agent of the mill, was followed by Emil Dick who continued until production ended, in 1928. In 1968, the building is now principally occupied by the Koss Shoe Company.

A more recent undertaking in textile manufacturing with Auburn connections which, in 1968, was still in the process of steady enlargement, was Quinco Fabrics, Inc., started in 1955 by Deane R. Quinton, of Auburn, who had been plant manager of the Androscoggin Division of the Bates Manufacturing Company, in Lewiston. Mr. Quinton decided to put into practical application a process already experimented with which produced a stabilized fabric from synthetic yarns for special use in the abrasive trades.

The Quinco Corporation set up its first operations in a small building formerly used by a die manufacturing concern, on North River Road, in Auburn. The business grew to such proportions that additional space was leased in the former Cushman Shoe factory and, within the year 1968, because of increased production demands, a move was under way to transfer the entire business to the Androscoggin Mill, in Lewiston, where ample space would be available.

Meanwhile, Robert E. Quinton, of Auburn, son of Deane R., had brought about the development of an organization known as Pine Tree Textile Service, Inc., for the spinning of rayon and glass yarns that go into the Quinco fabrics.

## MEATS AND PROVISIONS

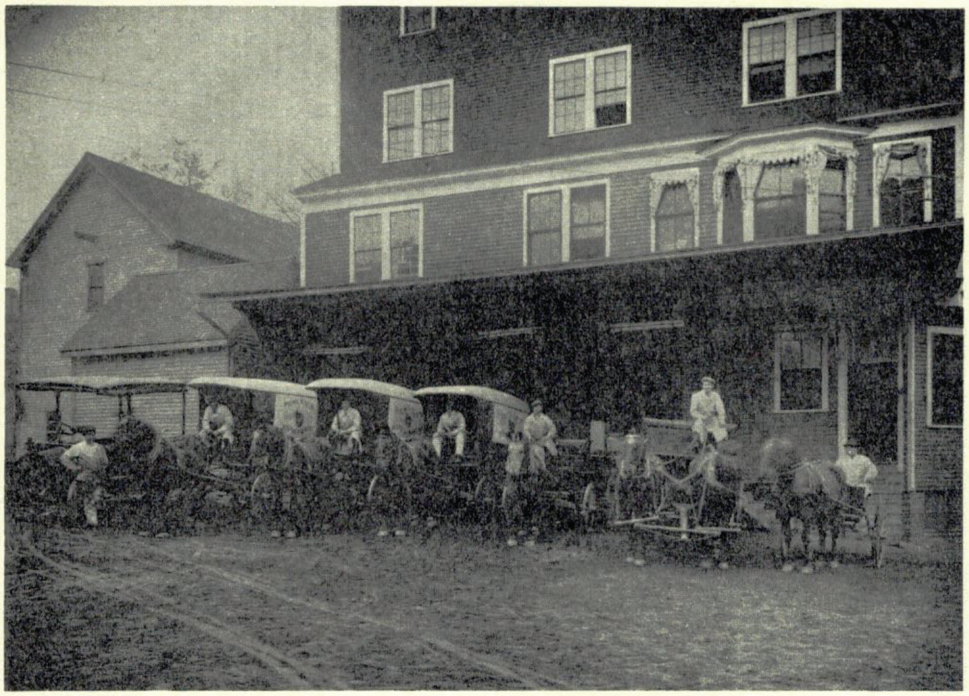
The family name of Penley is associated with meatpacking business in Central Maine. For more than 129 years, from the time that Captain John Penley, an early resident of old Danville, now South Auburn, was engaged in the buying of beef cattle and in driving them to the Brighton Market, in Massachusetts, members of his family were engaged in the meat provisioning trade. Out of it, they established the largest independent meat packing plant in New England, and it remained so for many years.

Ferdinand Penley, son of Captain John, made the first start on an actual butchering plant, set up on the road from Auburn to Durham, in South Auburn, in 1865. There it remained and grew steadily for 20 years, until Ferdinand Penley bought a small slaughter house from Nathaniel Knight on what is now Knight Street. This location was near the center of Auburn's business district and was to become the site of a major establishment.

In the beginning, livestock was brought on the hoof to the South Auburn butcher shop and slaughtered at once or put out to pasture to fatten. Even after moving the plant, Mr. Penley continued to live on his South Auburn farm and to use his pasture land for conditioning beef creatures and sheep.

At the new location, however, methods changed; the business grew and buildings had to be augmented. Native livestock continued to be received, but Western cattle began to infiltrate the market; and, in 1885, Penley perceived the opportunity of bringing in dressed beef from the West. This he accomplished by having a building constructed beside the Grand Trunk Railway in Lewiston, for receipt and ready storage of such shipments, a building later sold to Armour & Company. He became the first to introduce Western dressed beef to the local market.

On the first day of January, 1900, Ferdinand Penley sold the buildings and the business to his son, Eugene W. Penley, who had grown up in the business. The new proprietor soon added such adjuncts as a receiving barn for livestock, a boiler house, a rendering plant, and one large building which included a hog-killing room, lard refinery, sausage room, salesroom, and office space. Out of this added facility came Penley's famous Blue Tag hams and other meat products.



*The delivery carts and that brand new Dodge motor truck about to move out from the loading platform at the Penley meat-packing plant on Knight Street.*

In 1906, the law requiring federal inspection of meat in those plants doing business outside of the state where they were located, went into effect. Eugene Penley was quick to realize the benefits to future business that federal inspection would bring; and, having put his plant in the condition required, applied for an inspection status. The first federal inspector sent to Auburn for this purpose was Dr. Wesley M. Goff, and from that time on the Penley products bore the U. S. Government certification of wholesome food on shipment from the plant. The second inspector, arriving in 1913, was Dr. L. Kenneth Green, who remained for many years, assistants being added as the business grew.

Eugene W. Penley died in December, 1921, and the business was placed in the hands of five trustees. Frank O. Stephens, his son-in-law, joined the firm in a managerial position on January 1, 1922. In 1935, the E. W. Penley corporation was formed and continued until 1957, when the plant was sold to George Lewis of Portland. The extensive buildings are now owned by the R. I. Mitchell Corporation and, being within Auburn's Urban Renewal area, are due for demolition.

The Penleys were not alone in Auburn's meat-packing business. Before the turn of the century, E. W. Gross maintained a plant on Main Street, specializing in pork products, but later turned to the wholesale groceries business at the same location. During the first three decades of the new century, there were two other meat processing firms. These and the Penley Company no longer exist, and in 1968 there was only one meat-packing business in Auburn.

When the great fire of May 15, 1933, swept New Auburn, two meat packing establishments on the built-up section of Riverside Drive, then known as First Street, were among the 249 buildings destroyed. One was that of the Merrow Brothers, a family enterprise, in business since 1889; another was that of Lee W. Davis Company, formerly the J. P. Sutton Company, which started in 1904. The Merrow plant set up in new buildings on Hutchins Street under the name of Merrow Packing Company; whereas the Davis Company reorganized as the Auburn Packing Company, and rebuilt on a new location further south on Riverside Drive, continuing in business until 1944. The company then sold its real estate to George Lewis, of Portland, who, in turn, conveyed it to Stearns, Inc., which, in 1968, was still operating the plant with an additional building on Washington Street. The Merrow Packing Plant ceased operation in 1935.

By this time, with increased motor transportation, improved packaging, and artificial refrigeration, most in-city grocery stores gave way to fewer but larger supermarkets. A small number of Auburn's food retailing firms of former years went through the continuous transition to supermarket size. One is the Olfene Supermarket at 178 Court Street. Started at 168 Main Street, in 1889, as a partnership of Otto H. Olfene and Oscar F. Holmes, this firm became one of the first to put grocery sales on a cash basis. The business was moved to the present location in 1906 and steadily grew in sales volume. The partnership was dissolved and O. H. Olfene continued in charge. After his death, in 1941, his son, Ralph D. Olfene, took over the management. As the supermarket developed, Richard D. Olfene, grandson of the founder, replaced Ralph Olfene, who continued to be active in the store. The Olfene store closed in Dec., 1968.

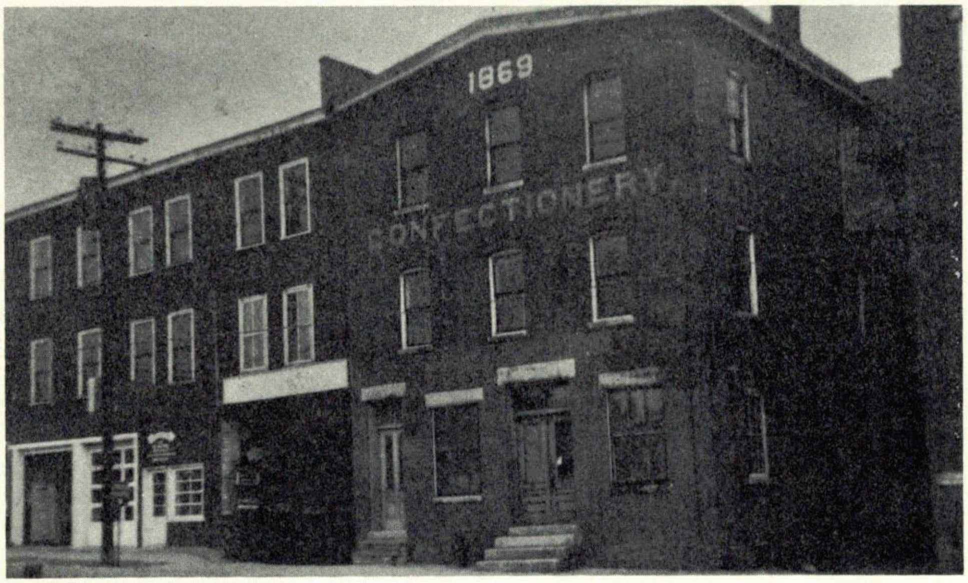
Bearce's Supermarket at 174 Turner Street is another successor to an old-time store at the same location, that of Davis & Chesley. Others that survived the changeover include Hall's Supermarket, the I. G. A. Foodliner at East

Auburn, the Laberge Food Market in New Auburn, and the Drummond Street Market.

Among the newcoming supermarkets are Sampson's on Center Street, Foodtown on Spring Street, and Shaw's at Auburndale. Florian's became a comparatively new food store on Main Street, Auburn. Three remained in the business center of New Auburn and numerous neighborhood stores of varying size continued business in various parts of the city, but 1968 showed sharp contrast to the days when there were six separate grocery stores on Main Street from Court to Drummond, the same in New Auburn, five in Perryville, and a fish market in all three of those locations. In numerous instances, other lines of business took their places; the age of super-organization had defeated them. There was no longer an independent wholesale grocery firm like E. W. Gross & Company; nor a wholesale produce firm like that of Kimball & Johnson on North Main Street at the run of the century, later G. B. Johnson & Company, in the former C. D. Nevens Carriage Factory, at Turner and Pleasant Streets.

## BAKERIES

Auburn was for many years the location of one of Maine's largest bakeries, that of T. A. Huston & Company. Found-



*The T. A. Huston Bakery, date of its founding shown on the front. Another old building due for demolition in Urban Renewal development.*

ed in 1869, by Thomas A. Huston, it manufactured, packaged, and conducted wholesaling of a large variety of crackers, fancy biscuits, and other baked goods, as well as an extensive line of confectionery. Its business had so increased in 1882, that its plant at 36 Main Street had to be enlarged. In 1895, it was employing 60 persons. The business continued in Auburn until 1916, when it moved to Portland, built a new plant, and eventually sold to the Sunshine Biscuit Company.

The building in Auburn was afterward occupied in part by Seavey's Sweets, Inc., established by John S. Seavey, an Auburn merchant. The firm continued making and marketing needhams and other candies formerly made by the Huston Company. At the death of Mr. Seavey, in 1963, this business was sold to outside operators.

The Overhead Door Company of Maine, Inc., headed by William R. Huston, Jr., a grandson of Thomas A. Huston, continued to occupy a part of the building at 26 North Main Street, which is within Auburn's Urban Renewal area and due for demolition.

Other baking concerns in early Auburn were E. H. Libby & Son, at the corner of Court and Turner Streets; Thomas Burgin, 164 Main Street; C. L. York Home Bakery, 174 Court Street; J. E. Gagne, 46 Hampshire Street; and Eith's Bakery, 25 Hampshire Street, which was still in business in 1968. All of these engaged in either wholesale or retail trade.

Ambrose A. Walton ran the first large commercial bakery in New Auburn, starting in 1888, and that of Phillippe Dupont opened there in 1894. The Walton bakery closed in 1933; and the Dupont business and plant, which had produced bread trade-named "Sonny Boy", was sold to F. R. LePage Bakery, Inc., in 1965. Joseph Jodoin was another early baker in New Auburn, being established on Third Street.

F. R. LePage, an employe of the Phillippe Dupont Bakery, in Auburn, left that firm in 1903 to start a bakery business of his own. At first located in Lewiston, the business was later moved to its present office location at 60 Second Street, in Auburn. The company engaged for many years in the production of pastries and special breads, but in 1951 undertook the production and distribution of Country Kitchen bread. This required the construction of a separate plant in Lewiston; and in 1965 the LePage Corporation purchased the bakery and business of Phillippe Dupont, Inc., at 49 Second Street, in Auburn, for the baking of special breads. Francois R. LePage, founder of F. R. LePage Bakery, Inc., died in 1949; his son, Regis A. LePage, succeeded to the presidency of the corporation and management of the business.

Two other prominent baking concerns in Auburn in 1968 were Continental Baking Company, 660 Minot Avenue, makers of Wonder Bread; and Progressive Bakery, 8 South Main Street, makers of cakes and pies.

The Maine Baking Company had a successful career from 1922 to 1955 as the makers and wholesalers of Golden Heart breads and cakes. Its former bakery building on Minot Avenue became a warehouse for the Belgrade Shoe Company.

## BUILDING TRADES

When the early settlers outgrew the first 20 by 16 foot log cabins that they had built for themselves in accordance with the proprietors, deeds, carpenters, masons, and painters were instrumental in the construction of framed buildings. Excellent artisans developed, proved by the interior finish of the Edward Little mansion on Main Street, Auburn, a finish as fine today as when it was put in by Joseph and Marshall Washburn, two Minot housewrights, 140 years ago.

Auburn always has had adequate building services. From the time when C. A. Jordan or Hiram Dinsmore built many of Auburn's earlier residences, (Dinsmore later joined in partnership with his son-in-law, Charles Greenleaf) there has been no dearth of contractors of such quality as Elbridge Greenleaf, Fred Keene, George Oliver, F. W. Adams, Samuel Damren, Charles T. Enman, T. H. Sidelinger & Sons, S. K. Kneeland, Guy B. Shackford, Eugene F. Lane, Alfred H. Damon, David T. Shaw. They devoted their careers largely to building homes for Auburn's growing population. Some firms, as J. A. Greenleaf & Sons, specialized in construction of large public buildings, manufacturing plants, and power dams. Other general contractors were Androscoggin Construction Company, A. F. Warren & Son, and S. K. Ballard.

In 1968, general construction firms included Bickford Construction Company, Herbert E. Callahan, Inc., Cote & Sons, Inc., Hodgkin, Inc., Magno Modernizing, Al Sidelinger, Richmond M. Taylor, Archie A. Moore, Androscoggin Construction Company, and Ralph's Construction.

Brickmaking had been a prime factor in Auburn's building progress. Large areas of clay content in the local section of Androscoggin Valley had been responsible for much brick-making, used to construct several early buildings. Such artisans were essential to produce brick ovens, fireplaces, and chimneys.

The Morin Brick Company, of Danville, one of the largest manufactories of its kind in the country, in operation under that name since 1912, is an outgrowth of brick-making business in Old Danville as early as 1792. Dennis Brick Company, in business on Old Washington Street, near Brickyard Hill, since 1903, was still very active in 1968. Following the Civil War, and for many years after, the Charles Dunn brickyard business was one of the largest in this part of Maine. It occupied the present site of the Seltzer & Rydholm bottling plant on Minot Avenue, and the brick house on the hill across the avenue was Dunn's home.

There also were brick and stone masons, none exceeding the Whitehouse family, from David, who could erect such a magnificent fieldstone structure as the Cushman mansion on Minot Avenue, to his sons, George, Harry and Eben; his grandson, Arthur; and his great grandson, Harry.

A somewhat related trade is that of marble and monumental works. In 1890, Auburn had five such firms; in 1968 there was but one. Those of earlier years were Auburn Marble and Monumental Works, started in 1850 by H. R. Smith and continued through 1890 by George B. Smith; A. J. Verrill Company, (1865) later Rendall Monumental Works; Robie C. Haskell, still active on Mechanics Row in 1890; John A. Finn & Company, which started in Auburn in 1895 and moved to Lewiston in 1911; and Como Monumental Works on Minot Avenue in 1912.

In 1968, the one monumental works in Auburn was Auburn Granite Company located on Turner Road, with Walter J. Hendrix as proprietor.

## THE METAL TRADES

The area now called Auburn has had a foundry from early years. In 1828, before it became a town, Edward Little leased water power rights on a gully brook near Goff's Corner, to N. Reynolds and brother who established a foundry and machine works there. This accounts for the name "Foundry Brook" replacing that given to the small waterway formerly called "Barron Brook."

One of the earlier foundries of prominence was that of N. M. Neal, on Hutchins Street, in 1895. In 1888, George W. McFadden, who had been with the Biddeford Stove Foundry, came to Auburn to form, with local businessmen, the Auburn Stove Foundry. This continued under the same name until 1902 when the name was changed to Androscoggin Foundry Company, under George McFadden's proprietorship. At his death, in 1932, he was succeeded by his son, Lloyd H. McFadden; and at the latter's death, the property was conveyed to a corporation of the same name which still operates Androscoggin Foundry at 41 Washington Street. Auburn machine shops have included those of Frank H. Fellows, 1873; John M. Cranshaw, 1888; Morrill & Ranks, 1895; William A. Ray, 1898; currently, Harry's Fixit at 1524 Minot Avenue; Bergeron Inc. at 150 3rd Street; and L. & A. Machine and Welding at 89 Minot Avenue.

The Stevens Tank and Tower Company was long connected with the business life of Auburn. After a continuous career of 74 years, this firm sold out its spacious factory property at 5 Center Street, in 1967, to Atlantic Roofing & Skylight Company, a sheet metal concern.

Started in 1893, by Daniel B. Stevens, the D. B. Stevens Company first engaged in the manufacture of water pumps and windmills. The necessity for reservoirs for water storage led it into the manufacture of wooden tanks, and eventually ensilage silos and penstocks. In 1905, a corporation was formed under the name of Stevens Tank & Tower Company. Originally located on Turner Street, near Gulley Brook, its building burned in 1910, and the firm built a new and larger plant on the Center Street location. At the death of the founder, his son, Arthur Stevens, became the head; and at his death, in 1942, Judson H. Stevens, grandson of the founder, succeeded to the management, making it a continuous family enterprise. In later years, the same management operated under the title of Sno-Wing Ski Manufacturing Company.

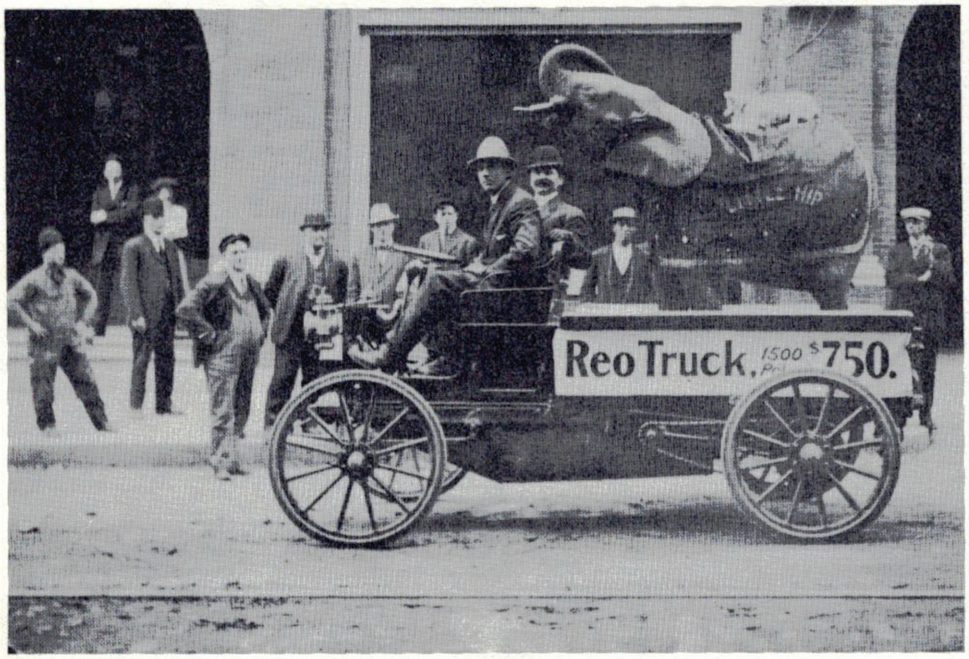
A promising, but short-lived, enterprise was launched in 1901. It was known as Victoria Manufacturing Company, and its product was acetylene gas machines, intended to provide lighting in home and business places. The device proved effective and economical and was meeting with good customer response until the Deer Rips hydro-electric plant was built on the Androscoggin River, in 1903, and was able to furnish in great quantity and at lower costs electricity for lighting and motive power. The firm, headed by prominent Auburn men, with Frank Buck as superintendent, was then obliged to go out of business.

## ENTER AUTOMOBILES

Today in Auburn there are many automobile dealers in both new and used vehicles, several firms that deal in automotive parts, many auto repair garages, numerous gasoline filling stations, and large gasoline tank centers and distributors to supply them. There was only one firm in 1968, however, that had been in continuous operation from the start of the automotive trade in Auburn. This was the Darling Automobile Company at 17 Franklin Street, which now deals in automotive parts, but which, in its beginning, was Auburn's first car sales firm.

In 1903, an Auburn advertising medium made known that V. S. Darling Company, sporting goods firm at 52 Court Street, had the agency for the famous "Cesmobile". This marked the move of Veranus S. Darling from the merchandising of bicycles to that of motor vehicles. When he later accepted the agency for Reo and Maxwell cars, Darling had built the four-story brick block at the corner of Turner and Franklin Streets, and occupied the ground floor, where the Lewiston-Auburn Awning Company is now located, for his sales rooms and office. With the death of V. S. Darling, in 1924, others of the family turned to auto parts trade. Richard M. Darling, son of the founder, continued business on the Franklin Street side of the building.

The automobile age at the turn of the century created changes in Auburn. Henry J. Davis, a capable machinist who had been connected with the F. H. Fellows machine shop in Auburn, transferred, in 1914, to the Wade & Dunton Company, in Lewiston, which was turning from the carriage business to that



*Auburn's first automobile dealer, Veranus S. "Vane" Darling, demonstrating a Reo truck with "Little Hip", the paper mache elephant aboard to attract more attention.*

of motor cars. When he had acquired the knack of automotive mechanics, Henry started a repair garage at the Fellows Shop; and his son, Harold H. Davis, just out of high school, went to work with him. In 1918, the business had grown to such an extent that the elder Davis built for a commercial repair garage the small brick building which still stands at the corner of High Street and Minot Avenue. It was probably Auburn's first real garage.

Henry J. Davis died in 1941; but meanwhile his other son, George H. Davis, had made a start in the auto sales business and in 1968 continued as Cadillac and Oldsmobile dealer in this area. His son, Harold J. Davis, now retired, was for years a radio technician for the Davis Cadillac Company.

Auburn's automobile dealers in new and used cars in 1968 included Advance Auto Sales, Inc.; Park Motor Mart, Inc.; Auburn Motor Sales, Inc.; Auto Center, Flock Buick Company, Inc.; Marcotte Chevy, Pontiac Center, Inc.; Morrison & Sylvester, Inc. were dealers in trucks.

## ELECTRONICS

The electrical age brought its new trades, also. John J. Hellen and Leon D. Rollins were among the first, starting in 1896, to be listed in the Auburn directory as "electricians". They worked for the Lewiston & Auburn Electric Light Company; and Rollins, later, for Bates Manufacturing Company. The listing remained for Hellen for the rest of his life and he was at one time the Auburn city electrician. In 1902, Henry J. Davis, who for a long time had been listed as "mechanic" was then listed as "mechanic and electrician". When, in 1912, Davis went into the automobile business, the listing changed accordingly. In 1915, Elmer Nickerson's name appeared in the directory as "electrician", and by 1918 he was city electrician and headed the Auburn Electrical Company.

Cecil S. French and Harry W. Vickery, of East Auburn, were the first to advertise as "French and Vickery, electrical contractors"; but by 1918, Nickerson and J. F. Nash & Company, had their signs out. Nash specialized in electric motors. A few years later, John Y. Scruton and Thurl Wilson, both former employes of Nickerson, branched out for themselves, specializing in radio, house wiring, sale and installation of fixtures. Later Scruton turned to other business; but, in 1968, Wilson was still in the electrical business.

In later years the other Auburn electrical firms have been Clyde F. Thorpe; Kerr Electrical Company, Inc.; Parker Electrical Company, Inc.; Prospect Electrical Company; Roy I. Snow, Inc.

## OTHER BUSINESS

The Lewiston - Auburn Awning Company had been in continuous operation since 1899 in the manufacture of tents, tarpaulins, awnings, and other canvas products.

Another Auburn enterprise, Dr. J. F. True & Company, manufacture of True's Pin Worm Elixir, had a most unusual run of business from 1851, under the founder and later his sons, Edward and J. Rawston True. After the deaths of the latter, the trade name was sold, in 1948, to a Massachusetts firm. Also in the medicine business from 1887 through the 1890's, was Auburn Drug & Chemical Company extending the sale of Standard Remedies, formerly prepared by H. C. Packard & Company, an early Auburn drug store firm.

The pure and abundant water supply from Lake Auburn has been responsible for several local bottling firms. Seltzer & Rdyholm, Inc., had operated a large plant on Minot Avenue since 1923 for the bottling of Pepsi Cola and other beverages. The Vincent Bottling Company, known as Lewiston Soda Beer Company at the time of its start in 1888, but long located at 32 Pulsifer Street, Auburn, closed in 1966, after 78 years in business. One of the oldest companies still in business in 1968, was the Crystal Spring Beverage Company, on Old

Washington Street; and further south on the new state highway section, is the Bilodeau or Nehi Bottling Works, formerly known as Sunset Beverages.

## THE LOOK AHEAD

As evidenced, Auburn has had a widespread array of business enterprises other than shoe manufacture in the course of years, but the start of the 20th century showed that many of these had passed from the local scene. The city, unfortunately, had less diversification of industry than previously.

A Board of Trade, originating in 1887, accomplished a principal objective in 1918 by bringing about a change in Auburn's form of city government. In 1918, also, it became Auburn Chamber of Commerce; but even in 1963, when it merged with Lewiston mercantile interests, into a Lewiston and Auburn Chamber of Commerce, a sufficiently broad range of Auburn industries had not been attained.

In order to convince substantial new industries of the advantages in Auburn, an organization of leading citizens known as the Auburn Business Development Corporation was formed. The city created a new municipal office of Industrial Development Director to make the appeal, the preparation, and the reception a coordinated effort in behalf of new industry. This became the credo of the last two decades of Auburn's community history. The result that this accelerating effort brought to the city is subject for another chapter.

*Compiled by Ralph B. Skinner*

## AUBURN NEWSPAPERS

At least 18 different newspapers have been published in Auburn. Some were founded in order to propound a cause, such as temperance or the Greenback Movement, others were put out by local merchants; and two churches also entered the newspaper publishing business. The Auburn *Free Press* was the best known and was published for the longest period of time. The following is a chronological list of the Auburn newspapers on file in the museum of the Androscoggin Historical Society:

| NAME | EDITOR | WHERE PUBLISHED |
|---|---|---|
| 1852 *Democratic Advocate* | Geo. Chase & Co. | Over James Goff's Store |
| 1864 South Auburn *Reporter* | Geo. Vickery & Mary Lunt | hand written (1 issue only) |
| 1873 *The Clipper* | Rowe & Kimball | |
| 1875 The Maine *Populist* | L. C. Bateman | 2 Phoenix Block |
| 1875 Auburn *Reformer* | Kimball Bros. | Preston Building |
| 1880 The *Cricket* | High St. Congregational Society | rear of Post Office |
| 1880 *Greenback Labor Chronicle* | Fogg, Blood & Co. | 3 Roak Block |
| 1880 The *Bulletin* | Smith & Cook Druggists | Court Street |
| 1880 West Auburn *Courier* | G. O. Bailey | Store Advertising |
| 1880 North Auburn *News* | F. H. Lyford | |
| 1882 *Smith's Bulletin* | Samuel Smith | Goff Block |
| 1887 Lake Grove *News* | J. H. Heath, Pastor | Baptist Church |
| 1888 *Home Guard* | Auburn Drug Chemical Co. | Packard's Store |
| 1880 The *Village Church* (monthly) | Rev. E. S. Ufford | E. Auburn Baptist Church |
| 1889 *Daily Gazette* | | |
| 1890 The *Talk* | Isiah Mitchell | Phoenix Block |
| 1892 The *Standard Magazine* | Philoon & Brewster | Hampshire St. |
| 1894 The *People's Herald* | J. H. McCone | 41 N. Main St. |
| 1901 The Auburn *Advocate* | Temperance Publishing Co. | rear of Post Office N. Main St. |
| 1910 The *Merchant* | John Hayford | North Auburn |
| 1911 The *Local Junior* | M. Calla Merry | 198 Turner St. |
| 1914 Auburn *Free Press* | | Main St. later at corner Court & High Sts. |
| 1914 Perryville*Weekly* | Ludden Publishing Co. | 157 Whitney St. |
| 1935 Auburn *News* | | |

*Compiled by Edith Labbie*

# Chapter 7

## TRANSITION TO NEW CHARTER

AUBURN had been an incorporated city for 48 years when, in 1917, it was granted a new charter which would make it the first Council-Manager city in Maine and the second in New England.

This transition from an outworn to a new form of municipal administration was not an overnight undertaking. Its approach, preparation, and accomplishment took over two years, but resulted in a fine example of an orderly and courageous exercise of the citizen's right, and his opportunity to exact improvements in the government under which he lives.

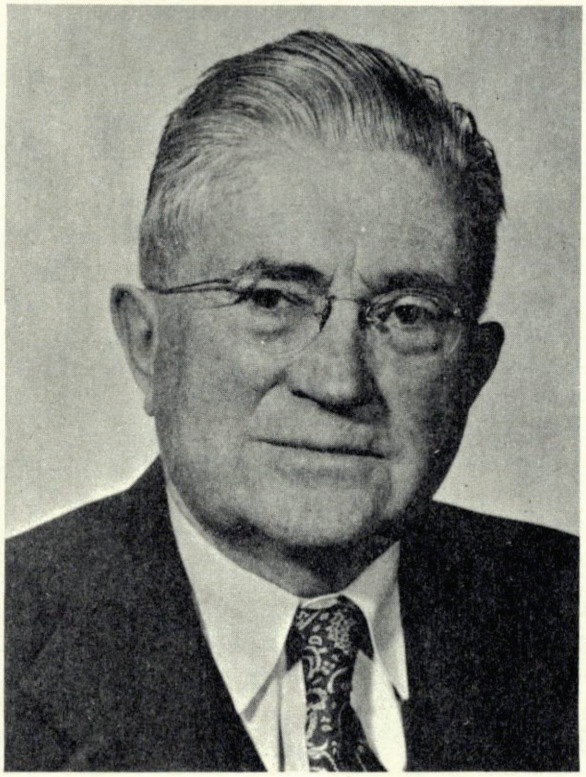
With the automotive age fast developing, it was sensed by community leaders that the old form of government was too cumbersome for modern progress. Party politics were a hindrance to efficient conduct of municipal affairs. Assured by a young Bowdoin College professor that a new form of municipal administration, known as Council-manager government, was meeting with high success in other parts of the country, members of the Auburn Board of Trade gave the subject deep study. Convinced of its merit, they then took steps, with the aid of the young educator, to bring about its adoption in their city.

Professor Orren C. Hormell, Head of the Department of Municipal Government at Bowdoin College, had been the torch bearer for a new form of government in Maine cities for some time. He considered the old forms of city government "a stage coach system in an automobile age." He spoke of a new kind, called "city manager government," that had made a good start in Staunton, (Virginia), in Dayton, (Ohio) and in Norwood, (Massachusetts).

### COUNCIL-MANAGER CHARTER

More than a year before, Professor Hormell had spoken at a meeting of the Auburn Board of Trade on the same subject. Then 38 years old, enthusiastic, forceful, and an excellent speaker, he told this civic-minded group that "the government of American cities was the one conspicuous failure of the United States"; that it suffered from "decentralization of power and diffusion of responsibility." He argued the great need for checks and balances, and spoke of government by deficit.

"Even in the City of Auburn during the 12 years from 1890 to 1902", he remarked, "the city debt increased from $218,000 to about $553,000, an increase



*Prof. Orren C. Hormell of the Bowdoin College Department of History and Government, who drafted Auburn's first Council-Manager charter.*

of 153%. The per capita debt during the same period increased from about $19.00 to $41.00, an increase of 109%."

As to the absurdity of bipartisan politics in municipal government, Professor Hormell stated that "there is no real Republican or Democratic way of building streets."

## FOWLES TAKES THE FORE

As a result, that civic organization named a committee to make a study of the new idea in municipal administration and to report at the Board's annual meeting in 1917.

When the Board's Committee rendered its report, it recommended that Auburn revise its form of city government.

The idea sparked wide discussion. It was significant that among the speakers two former mayors, Alonzo Q. Miller and Alvin W. Fowles, were much in favor of a change. A retired merchant with forward-minded ideas, ex-Mayor Fowles had been a principal advocate for change in Auburn's form of government from the time he served as mayor during 1913-1914. Now he was chairman of the Board of Trade's charter committee. Dr. Charles E. Williams, who served as mayor in 1912, also declared himself in favor of change. He had been elected, meanwhile, as a representative to the Legislature from Auburn for the year 1917. W. H. Sawyer, agent of the Union Water Power Company and an Auburn alderman at the time, thought that Auburn's form of government was "poor". Lewis W. Haskell, Jr., a prominent Democrat in a then strongly - Republican Auburn, favored a change in Auburn's city government and jokingly

*Governor Carl E. Milliken, who signed the Auburn Council-Manager Charter Act into enactment.*

added, "even if they have to put in a few Democrats." In after years, he was to serve for a period as Auburn City Manager.

None of the speakers inferred any graft or other unlawful action, stressing only the inefficiency of Mayor-Alderman-Councilman government for the more progressive times.

The meeting closed with the passage of this resolution: "The present form of city charter is inadequate to meet the needs of the people and it is the purpose of this Auburn Board of Trade to start a movement toward a change." It "wanted to make Auburn boom — to make Auburn the best city in the state."

## THE LEGISLATURE CONVENES

The 78th Maine Legislature convened on January 3, 1917, for the first term inauguration of Governor Carl E. Milliken and for the swearing in of the legislators. The representatives from Auburn at the time were Dr. Charles E. Williams, Attorney Donald D. Garcelon, and Ara Cushman, Jr. The senators for Androscoggin County were David R. Hastings, of Auburn, a former Auburn Mayor and former Androscoggin County Sheriff; and John M. Googin, a Lewiston fuel dealer.

It was destined to be a history-making session in many ways. Among the issues were prohibition, women's suffrage, and conservation of Maine's forest and water resources. The growing clouds of war in Europe were giving the state government cause for deep thought.

Somewhat matching Lewiston's attempt that year for a charter change to up-date the city's police department, Representative Garcelon introduced a bill proposing a police commission in Auburn. He also introduced a bill, which later passed, to establish a Superior Court in Androscoggin County.

## DEADLINE DRAWS NEAR

Meanwhile, local interest centered largely on the Lewiston police bill, until finally the deadline date for filing private or special legislative bills, Tuesday, February 13, 1917, approached.

On the night of Monday, February 12, there was a meeting of the Auburn Board of Trade, the principal business of which is best described in a report appearing in the Lewiston *Evening Journal* of the next day.

> "The most vital topic of the evening was the matter of a new city charter. A. W. Fowles, chairman of the charter committee, made his report in which he stated that the committee had hired Prof. Hormell of Bowdoin College to draw up the charter and that it was completed and ready for the printers. This came as a surprise to many who did not think the matter had attained such proportions. As Mr. Fowles stated, the committee had been 'burning much midnight oil and no

little half-past-one oil' in order to get the charter ready within Legislative requirements.

"The new charter is a lengthy one and combines parts of previous charters dating back as far as 1909. Many times the proposition for a different form of government for Auburn has come up and has always been defeated. This time the Board of Trade proposes to stand behind what they think is the best for all concerned and to push the new charter through to reality."

## CHARTER BILL FILED

Also, there appeared in the Lewiston *Evening Journal,* February 13, a special front page story from Augusta. It had these headlines:"Act Granting New Charter to Auburn Offered In Senate – Makes Sweeping Changes in Form of City Government – Council of Five With Mayor – Allows Women on School Board."

Here is the story that appeared beneath that two-column headline:

"Augusta, Maine, Feb. 13 (Special) –

An act granting a new charter to Auburn – one which, if adopted will make sweeping changes in the city's form of government – was introduced in the Senate Tuesday morning by Hastings of Androscoggin.

"The act provides for a council of five – one from each ward–over which the mayor, who of course is chosen by the city-at-large, is to preside as president ex-officio. Members of this council shall perform also the duties of municipal officers and overseers of the poor, and shall serve without pay.

"Then there shall be a superintending school committee composed of the mayor and ten members–two from each ward. And listen to this–'no person shall be ineligible to membership on account of sex.' Augusta has one woman on the school board – and now Auburn proposes to do better than Augusta. No question about it – the movement to give women a voice in educational affairs is growing in central and western Maine.

"It provided that there shall be biennial election – the first one on the second Wednesday of December, 1917, that the ballots will be 'without party mark or designation' and that all candidates for elective office shall be nominated by petition. In short, the charter seems to make for a modified form of commission government.

"A referendum by the voters of Auburn on the second Monday of September is provided."

That was the first news to the general public that a proposed new charter for the City of Auburn already was in written form. From then on, interest centered in the progress of the bill in the Legislature.

## THE LAST "OLD CHARTER" ELECTION

The next event to claim the attention of Auburn, was the annual city election, on the first Monday in March, destined to be the last bi-partisan election of a municipal government in the "Shoe City." Republican was pitted against Democrat for the mayoralty and for the one alderman and three common council posts in each of the five wards. Candidates did not run by nomination petition, but by selection of their respective party organizations.

Republican candidate for mayor, Ralph F. Burnham, a New Auburn druggist, was opposed by Democrat Lewis E. Haskell, Jr., member of an uptown hardware firm.

Both the election and a heavy snow storm came on Monday, March 5. Travel was difficult and the voting was comparatively light. Margins of win were narrow.

Ralph Burnham was elected mayor by 1265 votes, compared to Lewis Haskell's 1183, a margin of only 82. The aldermen elected were Dr. John A. Ness (R), Ward 1; R. K. Miller, Jr. (R), Ward 2; Roland C. Whitehouse (R), Ward 3; Willard E. Littlefield (R), Ward 4; and John B. Nadeau (D), Ward 5.

The contests had been closest in Wards 1 and 5, because Haskell was a resident of the first ward and because Burnham had favorable acquaintance in normally Democratic Ward 5. Nevertheless, Democrats won all the Common Council seats in the two end wards, and Republicans captured all in the other three wards.

The Common Councilmen elected were as follows:

Ward 1, Charles L. McKenney, Charles A. Allen, Harold C. Reynolds; Ward 2, Baxter M. Oliver, Calvin J. Rowe, Charles F. Adams; Ward 3, Frank B. Johnson, William A. Miller, Charles R. Wheeler; Ward 4, Omar B. Merrow, Martin S. O'Connor, John H. White; Ward 5, Charles M. Callahan, Harris W. Davis, Gedeon Vallee.

## HEARING ON NEW CHARTER

This election was hardly over when the attention of most Auburn residents turned to another upcoming event. Announcement had been made that a hearing, called by the Legal Affairs Committee of the Maine Legislature, was to take place on the coming Thursday, March 8, in Augusta, to consider Auburn's bill for a proposed new charter. Also due for hearing, on the same day, was a separate bill to set up a Sewerage District in Auburn; and another to place the Auburn Police Department under commission control. Still another, of almost equal interest to Auburn people, concerned Representative Garcelon's bill to establish a Superior Court to supplement the terms of Supreme Judicial Court in Androscoggin County. In addition, in this war-time Legislature, the House adopted the Congressional resolution for Universal Military Training, on March 8, 1917.

As expected, the afternoon attendance was large at the hearing before the Legal Affairs Committee on Auburn's proposed new charter. The Auburn Board of Trade, principal promoter, was represented by a delegation headed by Oscar W. Jones, Board President, and Alvin W. Fowles, chairman of its committee to prepare the charter. Also present was Professor Orren C. Hormell, who had counselled the committee and at its request drafted the council-manager charter.

### DIVORCE FROM POLITICS

Having learned that the proposed charter provided for a Civil Service Commission, Representative Donald Garcelon of Auburn had withdrawn his bill to place the Auburn Police Department under a commission. The Lewiston Police Commission bill had, in the meantime, been passed by the Legislature.

Attorney Tascus Atwood, acting as spokesman for proponents of the new charter, stated: "It vests control of city affairs in a mayor and five councilmen who in turn are to select a city manager. There is to be no party designation, the idea being to divorce the administration from politics, and the police and fire departments are placed under Civil Service."

There was practically no opposition expressed, and very few questions asked. One inquiry brought out the fact that the new charter's purpose in having a city administration elected for two-year terms instead of annually was to allow its members to acquire more experience and to carry through more consistently its projects.

### NEW CHARTER BILL WENT THROUGH

The hearing closed with this remark by one member of the Legal Affairs Committee: "All they ask is a referendum. We are not really passing on the matter." This was taken to mean that the Committee would recommend passage of the bill for a new charter so that Auburn voters could ballot in referendum upon it, and this it did. On March 23 the Committee reported, "Ought to pass in a new draft." Alterations of the Charter turned out to be minor; and on the same date, on motion of Senator David R. Hastings, of Androscoggin, the Senate accepted the Committee's report and ordered 2,000 copies of the bill printed.

The rest of the legalizing was simple. On March 28, the act granting a new charter for the City of Auburn was passed by the House to be engrossed in

*State Representative Donald D. Garcelon who moved for concurrence with the Senate in passage of Auburn's Council-Manager Charter Act.*

concurrence with the Senate, under suspension of the rules on motion of Representative Donald D. Garcelon, of Auburn.

It was April 7, 1917, when Governor Carl E. Milliken signed the act which the 78th Legislature had passed. This act finalized the measure that made possible the first "City Manager" government in the State of Maine. It remained for the citizens of Auburn to decide if they would adopt it.

## THE MAYOR AND THE MANAGER

What were the provisions of this proposed new city charter about which Auburn folk must make a decision in the next few months?

As previously publicized, the new charter called for a City Council consisting of a Mayor, to be elected at large, and five Councilmen, one from each ward, all without distinction as to political party. The old city government had been elected annually. The new City Council would be elected every two years, meet regularly twice each month, and would open the meetings to the public. The members of the Council, other than the Mayor, were to serve without compensation.

Under the old charter, the Mayor was the policy-maker and executive head of the city; under the new charter, he would be parliamentary head of the Council, without vote or veto except in case of a tie vote, and, addition, serve as the ceremonial head of the city. The administrative head, under the new charter, and the authority it gave to the City Council, would be a City Manager, whose selection, authority, and scope of duties were laid out as follows: "Chosen by the Council solely on the basis of his executive and administrative qualifications, and need not be a resident of Auburn or the State of Maine at the time of his appointment. . . .Shall be responsible to the Council for the administration of all departments. . .His powers and duties: to see that the laws and ordinances are enforced, to exercise control over all departments and divisions thereof, to make appointments and removals as provided for in the charter, to attend meetings of the council, except when his removal is being considered, and recommend for adoption any measures he may deem expedient, keep the council fully advised as to the business, financial condition and future needs of the city, perform such other duties as may be prescribed by this charter or required by ordinance of the council."

Other city officers, to be appointed by majority vote of the councilmen, were the city clerk, city solicitor, treasurer, tax collector, auditor, Auburn Water Commissioners (a Water District with trustees was not created until 1923), assessors of taxes, members of planning board, and board of health (later replaced by health officer). Remaining to be appointed by the city manager, subject to confirmation by the city council, were the city engineer, superintendent of streets, wire inspector (now city electrician), plumbing inspector, inspector of buildings, city physician (later replaced by health officer), city marshal (later designated as chief of police), chief of the fire department, other department heads to be created by ordinance from time to time, and all minor officers and employees.

The council was empowered to fix, by order, the salary of the mayor, of its own appointees, and of the city manager appointees, with council approval. Right of removal of appointees and employees was retained, with that of public hearing, on request in the case of a city manager.

## CIVIL SERVICE AND PLANNING

Exception in the manner of "appointment , promotion, lay-off, reinstatement, suspension, and removal" was made as to members of the police and fire departments, other than their chiefs, by a charter requirement that the council "provide by ordinance for a system of civil service rules." That ordinance introduced another new department in Auburn municipal affairs — Civil Service.

Auburn's council-manager charter brought an additional factor relevant to municipal set-ups in Maine, a City Planning Board, to bring more far-seeing study and coordination into community growth. The original section on this subject called for a board of three members. This section was repealed, and replaced in 1955 by a legislative act that allowed the council to fix the number of members, their terms of service, and the manner of selection. Accordingly, at that time, the council passed an ordinance increasing the planning board to five members, and greatly enlarging the scope of its functions "for the preparation of coordinated plans for the development of said city."

## NO FINANCIAL LOOPHOLES

An article of 14 sections left no loopholes in the financial administration of the city. Article VII, "Business and Financial Provisions," specified that the city auditor be a qualified accountant and required that he obtain continuous information on prescribed forms of the financial transactions of all departments, keeping it assembled so as to show fully at all times the financial condition of the city. He was further required to furnish the city manager, each month, prior to the first regular meeting of the City Council, a detailed report on receipts and disbursements incurred during the preceding month, and a balance sheet showing the financial condition of the city and of the several funds, plus the total unexpended balance to the credit of each department. Department heads were required to make annual reports of expenditures and services rendered; and on the basis of information which they submitted, the city manager was required to submit to the Council before the end of each fiscal year the budget estimates for the ensuing year. Public hearing on the budget was called for, and in plain words it was stated that "The total amount of the appropriation shall not exceed the estimated revenue."

The appropriation resolve must also provide for a reserve fund. Borrowing capacity was limited, and every bond issue had to be refunded within the life of the improvement upon which it was made, not to exceed 30 years. All city expenditures must be made out on warrant, and the city manager was the sole purchasing agent. No city officers or employees could be interested directly or indirectly in any contract or purchase by the city. No member of the City Council could hold any office with a salary payable by the City.

There was a section of "Public Utilities" which proved of little effect because of the creation of a State Public Utilities Commission within a short time.

## VOTERS APPROVE

Coincident with the passage of the Auburn Charter Act, the United States became involved in World War I. In spite of this fact, however, time was found to give wide publicity and promotion to Auburn's proposed new city charter, now considered a measure more necessary than ever to the times. Ex-Mayor Alvin Fowles and other prominent citizens called frequent meetings to explain the charter which they had sponsored. There were opposing voices, also; but when the referendum was held, on September 10, 1917, the tally showed 951 voters in favor of the Council-Manager Charter and 538 against.

In accordance with the approval, the then existing city government took the next step, calling a city election for the second Wednesday of December of that year, to elect a mayor at large and five councilmen, one from each of the five wards, for a term of two years, to start on January 1, 1918, the effective date of the new charter. Nominating petitions were provided, and any distinction as to political party was ruled out on the ballots.

The new charter called for a ten-member superintending school committee with the Mayor as a member ex-officio. The five "School Board" members currently serving were to continue for two years; the first election under the new council-manager charter called for the election of only five more members, one from each ward, for four years. In this way a rotation of four-year terms of superintending school committee members was arranged.

## WHO WILL RUN?

As the time neared for the first city election under the council-manager charter, interest flared. It was now a matter of finding candidates for office for an election to be held on December 12. Although the charter prescribed in detail how the candidates would circulate and file their nomination petitions, friends of the new form of government were so anxious for its success that they almost resurrected some old partisan issues.

Alvin W. Fowles, the ex-mayor who had done so much to bring the Council-Manager Charter into being, stated unequivocally that he was not a candidate for office. It was quite generally agreed that Ralph F. Burnham would be a worthy candidate. Rather than recommend any one person for the Mayoralty, however, a mass meeting of citizens on November 5 selected a committee of three men from each ward to bring in the names of most likely candidates, as "merely something to start on."

On November 12, the committee reported its findings in this order: Ralph F. Burnham, F. Farrington Abbott, Arthur H. Cooper, James Elms, Robert Haskell, George W. Lane, Everett Stevens, Norris Tibbetts, Horace Verrill, and Roy Huston. By November 14, because some of the chosen candidates declined to run, the list narrowed to four; and the Committee was instructed to interview Burnham, Abbott, Elms, and Lane.

## NO COMPETITION

The *Journal* on November 15 carried a news item to the effect that "Ralph F. Burnham, the present mayor, is likely to be Auburn's only candidate for mayor in the first election under the new charter." It was reported that Mayor Burnham considered it his duty to offer himself for public service at this critical juncture in community, state, and national affairs. He had the majority endorsement of the citizen's committee.

A sole candidacy for Burnham did not materialize. Lewis W. Haskell, Jr., asserting that a partisan attitude was being intruded into the nomination process, indicated that he would run. He and Burnham had been opposing candidates in the bipartisan campaign earlier the same year. Haskell suggested that both he and Burnham withdraw in favor of a third candidate, but eventually the two opposed each other for the mayoralty in Auburn's first council-manager election.

## WOMEN ENTER THE SCENE

The men of the Citizen's Committee continued to seek likely candidates for the Council positions, but meanwhile Auburn women showed a special interest in the approaching election. It was the first time in the history of the city that women were elegible for election to the "School Board", what was thenceforth to be known as "Superintending School Committee." The names of Mrs. Myrtie P. Williams, wife of Dr. Charles E. Williams, and Mrs. Carrie Peables Cushman, wife of Dr. B. G. W. Cushman, were endorsed by the women's groups. Mrs. Williams had formerly been a teacher, and Mrs. Cushman, a director of "elocution and gymnastics", in Auburn schools.

The deadline for filing petitions was Saturday, November 24; and veteran City Clerk George W. Bumpus kept his office open until midnight to accommodate the candidates. By Monday morning, November 26, it became known that the December 12 ballots would bear these names:
For Mayor: Ralph F. Burnham and Lewis W. Haskell, Jr.
For City Council:
Ward One: George T. Woodman and Charles E. Waterman.
Ward Two: Ira W. Fitz, Everett L. Philoon and Albert E. Turgeon.

Ward Three: Milan G. Frost and E. Farrington Abbott.
Ward Four: George W. Lane, Jr. and Willard E. Littlefield.
Ward Five: Charles M. Callahan and Emile Freve.

Superintending School Committee:
Ward One: Charles A. Litchfield and Harold C. Reynolds.
Ward Two: Mrs. Carrie Peables Cushman and G. Eldon Jones.
Ward Three: Charles J. Allen and Rev. Arthur T. Stray.
Ward Four: Mrs. Myrtie P. Williams and John H. White.
Ward Five: Rev. George E. Kinney.

## THE CAMPAIGN AND THE COUNT

During the weeks leading up to Auburn's first election under the new charter, the campaign became heated. Mayor Burnham made reference to his efforts to establish a municipal coal yard, the war demand for coal for heating and power production having greatly inflated its price to the private consumer. Relative to the election, Mayor Burnham commented that "Party Lines are eliminated as far as I am concerned." Lewis W. Haskell, Jr., issued no statement but distributed cards declaring his candidacy for the mayorship.

Election day, December 12, was the second Monday of the month. A non-partisan election was a new experience to Auburn voters. Some were hesitant to go to the polls, and those who clung to the old order intentionally stayed away. The balloting was comparatively light, but revealing. A majority liked the new plan.

The voting may have been light, but interest in the result was high. The Lewiston *Evening Journal* issued an "EXTRA", showing that Burnham had 925 votes compared to Haskell's 796. Mayor Burnham had been reelected by a plurality of only 129 votes, but he would have the distinction of being Auburn's last mayor under the bi-cameral system and the first one under the council-manager charter. As a result of the vote, the first City Council under the Council-Manager Charter was as follows:

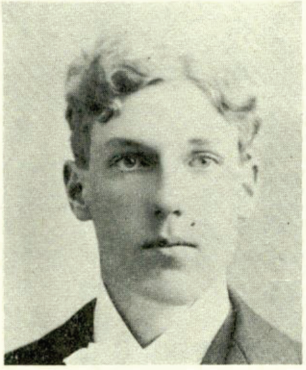
Ward One: George T. Woodman
Ward Two: Ira W. Fitz
Ward Three: E. Farrington Abbott
Ward Four: George W. Lane, Jr.
Ward Five: Emile Freve

Together with the five members elected earlier in the same year, the new Superintending School Committee became:

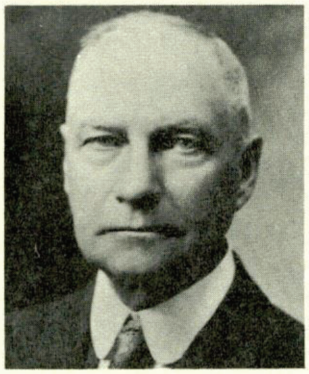
Ward One: Charles A. Litchfield and George T. Woodman
Ward Two: Carrie Peables Cushman and Charles S. Cummings
Ward Three: Charles S. Allen and E. Farrington Abbott

Ward Four: John H. White and Eugene F. Lane
Ward Five: Rev. George E. Kinney and Edward F. Kenney

*The First New Charter Councilmen.*



*George T. Woodman*
WARD ONE



*Ira W. Fitz*
WARD TWO

*E. Farrington Abbott*
WARD THREE

*George W. Lane Jr.*
WARD FOUR

*Emile Freve*
WARD FIVE

The most notable factor in the returns was the election of Mrs. Cushman as the first woman member of the official body overseeing Auburn's educational system. Superintendent of Schools H. H. Randall approved having a woman elected to the Committee. Mrs. Myrtie Williams lost out in her bid for a school committee seat at this election, but was to win in later years.

*Mrs. Carrie Peables Cushman, first woman to serve on Auburn Superintending School Committee.*

## TO ORREN HORMELL: A TRIBUTE

There is no discounting Orren Hormell's contribution to the remarkable progress that the City of Auburn achieved in its first half century under council-manager government. His ideals for reform in municipal government and the realities of practice he foresaw when he drafted a charter for Maine's first council-manager city, laid a foundation for lasting effort, and set a sturdy framework for conduct and control. It likewise encouraged constant search for betterment in community life and furnished formulae for devining the needs ahead and preparing for them.

The City of Auburn, during 50 years under the Hormell charter, has been able to survive flood and conflagration that visited its area, and cycles of depression that it shared with other municipalities, nationwide. In every instance, it made misfortune a spur to quick recoupment and greater improvement. In its career, this Maine city sought not merely to keep up with the times, but to keep fresh its format for more strides ahead.

After the charter was in effect, Professor Hormell conducted winter-long weekly classes in the Auburn-Lewiston Y. M. C. A., so that all citizens who wished could be instructed as to the high type of municipal service it was intended to provide for them. He supplemented this with a printed pamphlet entitled "Essentials of Government" for free delivery to all who wished it.

Born in Wingate, Indiana, December 4, 1879, Orren Chalmer Hormell graduated from Indiana University in 1905 with an A. M. degree. Seeking a doctorate in philosophy, he attended Harvard University during 1908 and 1909 but left to become an instructor at Clark College during 1910 and 1911, coming to Bowdoin as assistant professor of history in the latter year.

In 1913, his field of instruction enlarged to include both history and government and so continued until 1927. It was during this period that his penchant for promoting improved methods of municipal administration asserted itself, and his fame spread. It was during this period, also, that he gained two years additional accreditation at Harvard, obtaining his Ph. D. degree in 1921.

In 1927, Hormell became Professor of Government at Bowdoin and was for a long time director of Bureau of Research in Municipal Government at Bowdoin. He retired in 1952 with an honorary degree as the "deAlva Stanwood Alexander Professor of Government Emeritas."

During World War I, Professor Hormell was a member of the U. S. Army Educational Corps in France; and in the course of his other exceedingly active years, he was a member of many organizations at state and national levels relative to governmental science and practices. Among these was Maine's Judicial Council. He authored 17 books and treatises on government and allied subjects.

## 18 YEARS WITHOUT CHANGES

Probably the greatest tribute to Auburn's city manager charter and the young inspired educator who wrote it, is found in the fact of its long-time acceptance and workability. It was 18 years before the charter required any amendments.

A legislative act in 1923, establishing an Auburn Water District, required some charter changes as to appointment of separate boards of trustees for the Water Sewerage Districts, whereas previously City Water Commissioners had served as both. In 1931, an act was passed setting up a pension system for certain members of the police and fire departments. These and other changes required the first amendments in 1935. From 1935 to 1955, various amendments of Auburn's original charter were passed, the most notable being in 1937, replacing the City Physician with a full-time Health Officer and staff; 1943, changing the fiscal year from the calendar year to one from April 1st in one year to March 31 in the following year, changing the biennial city election from the second Monday in December to the second Monday in September and the inauguration date of an incoming administration from the first Monday in January to the first Monday in October; 1953, making Auburn's charter coincide with state law as to the use of either cross or check mark on election ballots; and 1955, establishing Auburn's Planning Board as a working organization by professional standards, with a full-time Planner-Engineer provided.

## A HALF-CENTURY UP-DATING

In 1964, however, with the 50th milestone of Auburn's career under council-manager government approaching, the Auburn city fathers decided that the time had again arrived to give the charter a thorough review to determine if, and in what ways, it might be revised to keep abreast of the fast-changing times.

Accordingly, in October of that year, the City Council authorized Mayor Harry W. Woodard, Jr., to designate a qualified group of citizens to study the charter and report their findings. Mayor Woodard named as a committee Col. Paul W. Bean, agent-engineer of the Union Water Power Company and a former chairman of the Auburn Planning Board; Councilman John W. White, Ward 1; John W. Duddy, Councilman Ward IV; John Robinson, Trust Officer, First Manufacturers National Bank; and Jack O. Smith, Attorney.

Known as the Mayor's "Charter Study Group", and chairmaned by Col. Bean, the five stayed with this task in weekly meetings until May 3, 1965, when it submitted a comprehensive and enlightening report.

Retaining basic features of the original council-manager charter, the committee recommended that it be updated and strengthened. The prelude to its final report stated: "It is our opinion that the present charter, as amended from time to time is basically sound and in general has proven effective and workable over the years. It is questionable whether the entire charter has ever been reviewed sinces its adoption in 1917 as it contains obsolete words, phrases and sections. These we suggest be modernized.

"Charter changes are recommended to provide (1) Continuity within the Council (2) Appointment of municipal officers for indeterminate terms (3) Appointment by the Manager with concurrence of the Council of those department heads who report to him (4) Delegation of mayor's responsibilities to permit better coordination and cooperation between the Council, the Water District, the Sewerage District and the School Committee (5) Change the timing of budget considerations to permit a more practical operation of the school system (6) Through ordinance or otherwise for elimination of certain subject contents believed inappropriately included now and (7) miscellaneous minor subject material which is not believed to longer effect operation of the city."

*State Representative Frank M. Drigotas, who introduced Auburn's Revised Council-Manager Charter Bill in the 103rd Legislature.*

A bill providing for these revisions in Auburn's then-existing charter was presented at the 103rd Maine Legislature by Representative Frank Drigotas, of

Auburn. It did not enjoy the uninterrupted passage that the original charter bill had enjoyed, 50 years earlier. The interruption was in large measure caused by the remonstrance of School Department members who maintained that the proposed charter did not provide the School Department with its entitled fiscal independence from the City Council. At the committee hearing on the bill, amendents were offered to provide the financial prerogatives that the educational authorities preferred; but none of these were applied to the bill itself.

Auburn's bill for a new charter passed the 103rd Legislature and was signed by Governor Kenneth M. Curtis, Jr., on May 18, 1967. In Auburn's biennial city election on September 11, 1967, the referendum question as to adoption of the revised Council-Manager Charter received a "yes" vote of 2482 compared to a "no" vote of 1524 and became effective with a provisional insert that overlapping terms for councilmen would not apply until the biennial election in 1969.

## Mayors Under Council-Manager Form of Government
## – Two-year Terms –

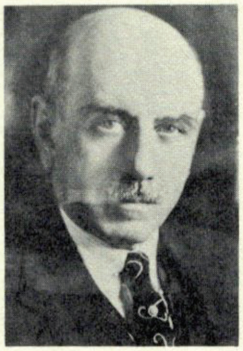
*This space commemorates Mayor Ralph F. Burnham, who served the last term under the old form of city government in* 1917, *and the first under the Council-Manager charter in* 1918-19. *His picture appeared in the preceding chapter.*

*Henry E. Goss*
1920-21

*Charles S. Cumm*
1922-25

*Fred R. Walton*
1926-29

*Lloyd H. McFadden*
1930-33


*George C. Wing Jr.*
1934-35

*Ernest E. Este*
1936-37

Kenneth Green
1938-45

John G. Marshall
1946-47

Rosaire L. Halle
1948-49

Edward M. Field
1950-53

Merle S. Merrill
1954-55

Herbert E. Callahan
1956-59

Paul F. Brogan
1960-63

Harry W. Woodward Jr.
1964-67

Clyde E. Goudey
1968-
the "Centennial Mayor"

# Chapter 8

## TIMETABLE TO ACHIEVEMENT

### TO BEGIN – A PROPHECY

(1918) JANUARY 7. Inauguration of Mayor Ralph F. Burnham and the first City Council under Auburn's new Council-Manager charter. In his address, the Mayor made this prophetic statement: "I firmly believe there are many cities struggling to get away from the old political system of waste and extravagance and looking about for a way out; if we are successful here, I'll venture to say that many other cities will adopt the manager plan." During the following 50 years, 17 of Maine's 22 cities and 135 of its 413 towns had adopted the manager system.

January 25. Mayor Burnham announced interview with Harrison G. Otis, a young man serving as city manager of Beaufort, South Carolina, and was convinced that he would make a good manager for Auburn. Council voted to retain Otis at $3,600 a year.

February 4. Auburn's first City Manager arrived, set up his desk in City Clerk's Office, and by February 9 was working on the city budget. Spent year reorganizing city departments, installing new accounting system, and starting tax map. Recommended city contract with American Park Builders, Chicago, to prepare plan for Auburn's future growth and development. Council approved. Civil Service Commission organized. Lewis W. Haskell, Jr., appointed to a 6-year term on city's Water Commission, also as trustee of the newly-formed Auburn Sewerage District.

November 1. Manager Otis granted ten days leave of absence to attend convention of American City Managers' Association, of which he was secretary.

November 11. Practically everybody in the city celebrated the Armistice of World War I.

December 31. Special meeting of Mayor and City Councilmen (George T. Woodman, Ward 2, absent), accepted Manager Otis's resignation with regret. Letter indicated he had placed resignation in hands of Council when he took office. Heated exchange of public statements resulted. Otis contended that he was under difficulty of delayed start, financial burdens from prior administration, and war-time cost of labor and materials. Mayor Burnham said Otis was personally liked, but failed to measure up as a "constructive builder". Councilman Woodman differed from others; said he "was well impressed with Otis's work."

**Mayor Burnham authorized to carry on manager duties until successor was found.**

(1919) February 17. Edward A. Beck, graduate engineer recently returned from World War I service in Army Sanitation Corps, and former city manager of Goldsboro, North Carolina, appeared at City Council meeting as applicant for city manager position. He was appointed as of that date, to serve also as superintendent of Auburn Sewerage District. Manager Beck made an impressive record in macadam surfacing of city streets and in a new type of monolithic brick paving on cement base, which was still evident in 1968 in some parts of the city. A Civil Service Code was adopted. The city plan for Auburn's future growth was received from American Park Builders. Beck said it was valuable in consolidating ideas for future, but "lacked essential details as a work guide." For the coming year he recommended (1) revision of ordinances, (2) adoption of modern building code, (3) establishment of city garbage collection service.

**Biennial election in December resulted in election of Mayor Henry E. Goss and changes in ward councilmen. (See list in Appendix)**

(1920) March 18. Ice storm tied up all transportation in Auburn and Lewiston. Store clerks and shop workers helped dig ice from street car rails.

July 19. Manager Beck submitted resignation to accept managership of Lynchburg, Virginia. Council accepted it, effective July 21. Councilmen E. L. Pennell, Forest Ludden, and George T. Woodman, a committee named to select a manager to succeed Beck, recommended Horace J. Cook, a University of Maine graduate and World War I Captain of Engineers, who had been serving as Auburn Superintendent of Streets since May, 1919. Council appointed Cook.

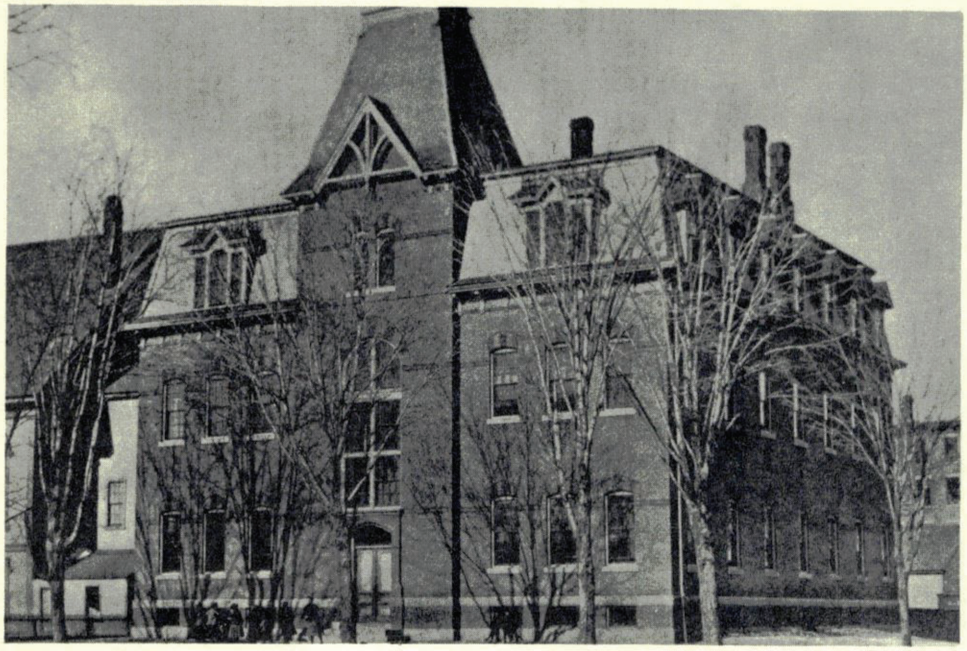
## A NEW CITY BUILDING

Year ended successfully; former Webster Grammar School remodelled and became Auburn City Building. Dr. Leo F. Hall appointed Health Officer. City began weekly garbage collection. Gamewell fire alarm system installed. Automobile added to Police Department. Tractor used to speed maintenance of rural roads, releasing six horses for city work. In three years under new charter, tax valuation had increased $3,784,213.

(1921) City ordinances revised for first time since 1899. Lot purchased and plans made for fire sub-station on Auburn Heights. Health Department expanded by employment of school nurse. Motorcycle purchased for Police Department to extend patrol system.

**Rev. Charles S. Cummings elected Mayor for the ensuing term.**

(1922) City Manager Horace J. Cook resigned, effective June 12, to accept appointment as Superintendent of the Auburn Water Department, which was undertaking enlargement of city water service. Lewis W. Haskell, Jr., who had served as an Auburn Water Commissioner, named City Manager to succeed



*The old Webster Grammar School at the time it was taken over to serve as a City Building. Note the central tower and mansard third story.*

Cook; he took office on June 24 and in annual report stated "carried on the work, then underway, to the end of the year." Ira B. Safford, a civil engineer with much road-building experience, became Superintendent of Streets. A horse-drawn aerial ladder truck was added to the Fire Department equipment.

(1923) Maine Legislature enacted a bill establishing an Auburn Water District, a Board of Trustees to replace Auburn Water Commission. Former City Manager Cook was elected Superintendent of the Water District. He had been superintendent of the Auburn Sewerage District since 1920 and continued in both positions until his death in 1943.

City Manager Haskell continued in office. City acquired from Auburn Community Service the Pettengill Gulley land that was to become Auburn's principal recreation park. Manager Haskell had dam built on Gulley Brook to provide skating rink. Another park established between South Main and Fifth Streets in New Auburn. Annual report stated practically all construction work done by the city itself "at a saving over contract methods of the past."

**Mayor Cummings reelected for another term.**

(1924) John S. P. H. Wilson was appointed City Manager. He added six trucks and two tractors to Street Department equipment and gave special attention to improvement of rural roads. Two-story brick school building for elementary grades constructed at Lake and Fern Streets. Manager Wilson continued development of public parks. Of Pettengill Park, he said, "This park will be, in the course of a few years, the center of attraction to all interested in pleasurable and healthy outdoor activities."

(1925) On October 11, City Manager Wilson suffered a stroke from which he never recovered. Mayor Cummings was empowered to serve as Acting Manager for the remainder of Wilson's term. Wilson submitted his resignation on December 31. Annual report made note of construction of new school house on Perkins Ridge.

**Fred R. Walton elected Mayor for the ensuing two years.**

(1926) New administration under Mayor Walton decided to go afield to find a professionally trained person for the City Manager position, and on January 22 selected Frederick W. Ford, Jr., a Somerville, Massachusetts, native, both as City Manager and Superintendent of Streets. Ford, an engineering graduate of Tufts College and a lieutenant in the Army Engineering Corps during World War I, had served as Director Public Works at Methuen, Massachusetts, for five years before coming to Auburn. Manager Ford made comprehensive study of city's financial structure and condition, as indicated by graphs and charts he introduced in that year's annual report. Brought about purchase of heavy motored equipment adequate to year-round maintenance of highways, especially snow removal, and set up the city's own garage to service it. Oil and tar surfacing eliminated the sprinkling tax. New school building completed at Penley's Corner and one at Stevens Mills nearly completed. Health Department reorganized. City paid Tibbetts heirs $250 for water rights on Gulley Brook running through Pettengill Park.

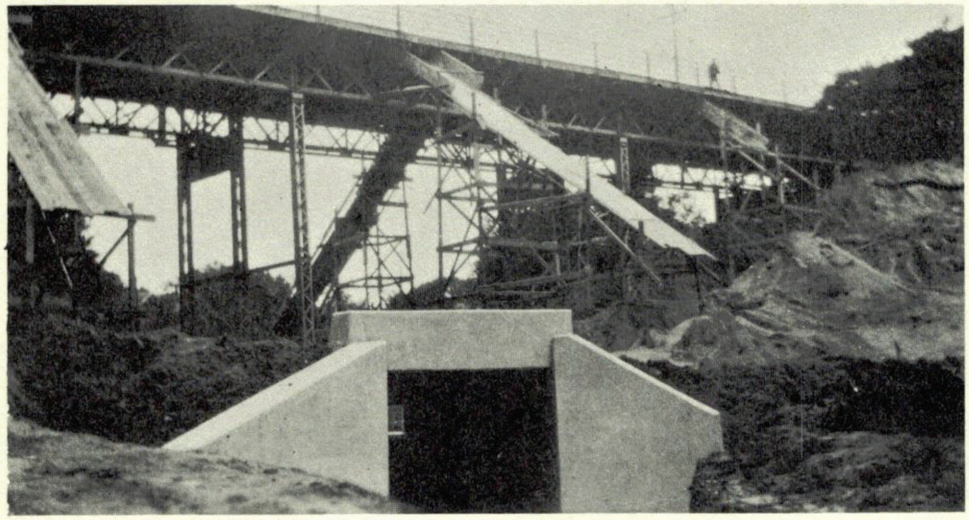
## FULL-TIME HEALTH DEPARTMENT

(1927) Auburn joined with Lewiston in establishing a two-city public health service with a full-time Health Officer and staff, and modern equipment; Dr. L. J. Dumont in charge. East Auburn School completed. Dangerous underpass on the Portland highway eliminated as discontinuance of Portland & Rumford Falls Railway had left the heavy concrete abutments of overpass. New ladder truck purchased for Fire Department. Lake Grove amusement park closed; Auburn Water District bought the land.

**Mayor Walton reelected for two more years.**

(1928) After 37 years of service, Denison Street bridge was replaced by a concrete culvert, and Perryville Gulley filled in to street grade. Pettengill Park became winter sports asset with increased use of skating ponds; junior field being readied for use; playing field at Auburn Athletic Park improved. Fire Department reorganized with five companies.

Water District commended for planting its Lake Auburn watershed land with evergreen trees. Manager Ford recommended a city zoning system and consideration of a town forest.



*Filling of Pettengill Gulley at Denison Street. Note the culvert that was built to contain the gulley brook and the ramps by which truckloads of earth fill were sluiced down from the bridge. When the gulley was filled in for a roadway, the bridge, built in* 1891, *was removed. The fill and bridge removal was done under the supervision of City Manager Ford who was also Superintendent of Streets.*

(1929) New unit completed at Edward Little High School. Health Department effective in halting small pox epidemic. Fire Department up-graded to Class B, bringing a reduction in insurance rates. Surfacing of West Auburn Road completed and 4,800 feet constructed on South River Road; work on Crystal Spring curve finished; 3,300 feet in concrete sidewalks; new Linn tractor increased snow removal and gravel-hauling capacity. First traffic lights installed at Court and Turner Streets and Court and Main Streets. Tax rate increased from 35 to 36 mills due to increase in State tax; $40,200 paid on debt reduction; year finished within budget, but cash balance only $3,651. Automobile excise tax helped offset growing business depression.

**Councilman Lloyd H. McFadden of Ward Three elected Mayor for the coming two-year term.**

(1930) First of three critical years in debt reduction coincided with a widespread business depression. Unemployment posed a problem; but by vigilance and cooperation of all branches, services were maintained, improvements made, and a satisfactory balance sheet shown. A new Ahrens-Fox pumper improved fire-fighting facilities. Fall term opened in the new high school unit, and the first school bus went into service covering Lake and Turner Street areas. Stop signs were added to improve traffic conditions.

(1931) Year showed decreased income due to loss in valuation, change in auto excise law, decrease in State return to education, increase in County tax and other unforseen items, but books closed with a balance of $2,384. At the same time, the year saw improvement projects on city and country roads. Edward Little Park was fully restored and a full-time man placed in charge of parks and trees. Second school bus went into operation.

**Mayor McFadden reelected.**

## DEPRESSION

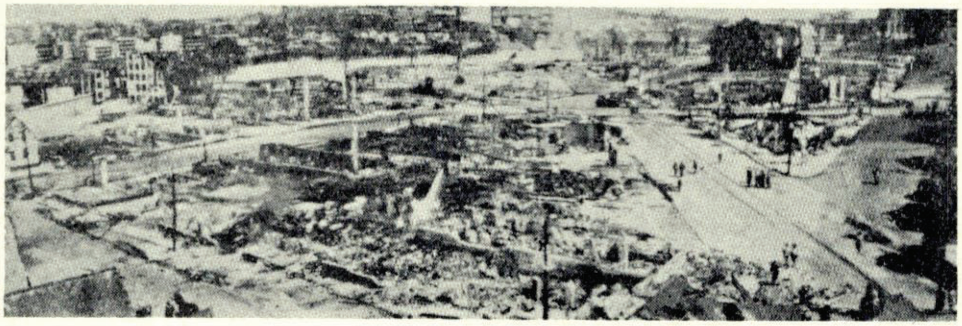
(1932) One of the most exacting years in municipal finance; peak year in debt reduction coincided with depth of general depression. There was a loss in valuation of taxable property, but State tax was increased ½ mill; city revenues fell off 25% in some cases. A labor dispute in shoe industry forced closing of two factories, Cushman Hollis and Dingley-Foss & Company. Payroll loss of $400,000 decreased ability of people to meet their taxes. Welfare costs increased 60% over previous year. By revising budget: decreasing salaries, and observing rigid economy, city debt was reduced 11% and budget balanced; essential services were maintained; three bridges replaced and 19 repaired; blacktop highways increased 20 miles, yet highway costs below those of 1918. Zoning ordinance put into effect.

## NEW AUBURN FIRE

(1933) May 15, date of a $2,000,000 conflagration that swept through the New Auburn business and residential district.
City's new debt increased $140,690 as a direct result of the fire. Fire-fighting equipment loss in fire replaced and a new pumper added to the department.
Civil Works Administration projects availed of for building two fire sub-stations, one in New Auburn and one at East Auburn. CWA also helped in rough grading of two park areas, two athletic fields; in fitting office quarters for Auburn Water and Sewerage Districts; and in sewer extension. North and south approaches to city rebuilt under National Recovery Act funds. Seven new shoe firms came to Auburn, New Auburn began rebuilding, and the future brightened. Plans

were made for a new grammar school building in New Auburn. City report showed a balanced budget for 16th consecutive year.

**George C. Wing, Jr., elected Mayor for 1934-35.**



*The day after the New Auburn conflagration of May* 15, 1933, *a fire that in a few hours levelled* 249 *buildings and left* 2,000 *people temporarily homeless.*

(1934) New Auburn celebrated its renovation by dedicating a public park on South Main Street, named in honor of Joseph O. Raymond, president of New Auburn Community Club and a great booster of the area. New Walton Junior High School completed and opened for classes in September. Five playgrounds in as many parts of the city were graded through aid of the Emergency Relief Administration; started a system of playgrounds for Auburn. The Street Department had new and ample headquarters for office equipment storage, and workshop on Spring Street, the former Dingley-Foss Shoe Company warehouse, gift of Willis A. Trafton, an official of the company.

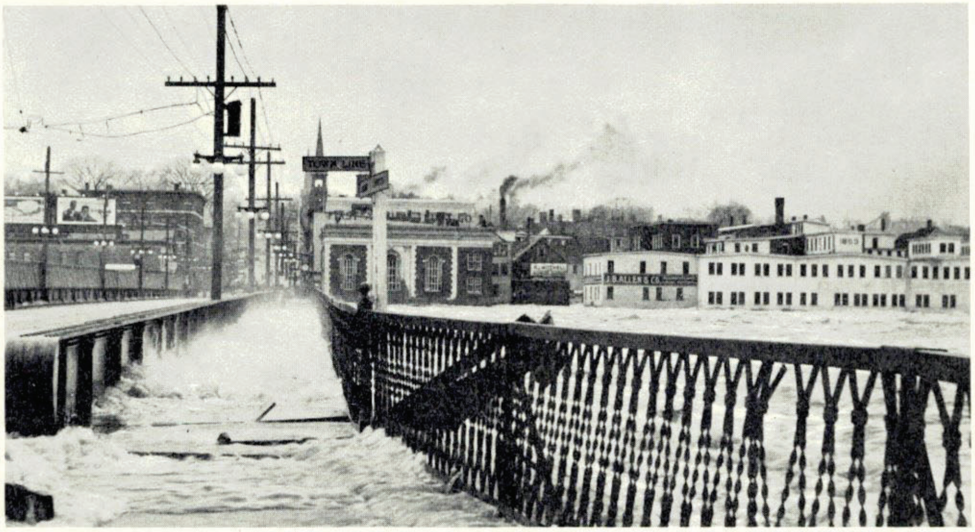
(1935) Relief costs continued to rise. Increase of $1 a thousand to $37 tax rate failed to offset 2½% drop in tax valuation, shrinkage in excise tax collection, or loss in revenue from state. All services were maintained, debt decreased, budget balanced for 18th consecutive year. At the same time, another pumper was added to Fire Department; improvements made in City Building, Public Library, and ski jump at Pettengill Park; addition made to runway at Auburn-Lewiston Municipal Airport and first plane landed there. Playground completed at Six Corners.

**Ernest E. Estes elected Mayor for 1936-37 term.**

## FLOOD

(1936) The winter saw 17 snow storms without intervening thaw. When rain and a warm turn came in March, it caused the most serious flood ever recorded on the Androscoggin River. Both Auburn and Lewiston hard hit in riverside and south parts; streets submerged and many houses nearly flooded. Over 2,000 families made temporarily homeless. There was loss in goods, damage to utilities, and sanitation work to be done when waters subsided. No lives were lost.

Peak flow of flood 212,000 cubic feet per second. Two spans of South Bridge (a state bridge) went out and new bridge had to be built; also, Littlefield's Bridge on Little Androscoggin River and bridges on smaller streams. Replacement of facilities and other burdens required a half-mill rise in tax rate and issue of $44,000 in road bonds. Nevertheless, year ended with balanced budget and net decrease in city debt.



*The flood of 1936 washed the floor boards of North Bridge, but the old bridge stood the battering and came through undamaged. Picture taken from the Lewiston end looking toward Auburn.*

### STRIKE

(1937) New South Bridge and Littlefield's Bridge completed; smaller bridges replaced. Improved air service, rebuilding of Center Street, bituminous treated roads increased to 175 miles, and bonded debt reduced. The cloud on the year 1937 was a 14-week shoe strike, effort of the C. I. O. union to establish its affiliate, United Shoe Workers of America, as bargaining agent for all the shoe factories in the Auburn shoe manufacturing center.

When strike was over, only a fraction remained of the flourishing shoe factories in operation when it started. Municipal finances remained within budget for the year; but in wake of the strike came loss in employment, payrolls, tax valuation, and tax payments. Welfare costs soared. Auburn was a long time in enlisting industries of other types to renew progress. First commercial airliner landed at A-L Airport.

**In December, at city election, L. Kenneth Green, a retired inspector of the U.S. Health Service, was elected Mayor for the 1938-39 term.**

## FORD NOT REAPPOINTED

(1938) After 12 years as City Manager and Superintendent of Streets, during which time he had raised the standards of all city departments; effected many improvements including 107 miles added to Auburn's bituminous treated roads; met emergencies of fire, flood and depression years; and kept finances within budget each year, Frederick W. Ford, Jr., failed to win when his appointment came up for the sixth time. Instead a majority of three new members of the City Council voted for David Walton, of Auburn, former Sheriff of Androscoggin County and former Chairman of the State Liquor Commission. It was a stormy session in the Council, and the surprise action brought a flood of protest from Ford's many friends. They asked for an injunction to prevent Walton from serving, but Justice Harry Manser denied it, holding that Walton was duly elected City Manager.

Chandler Barron, a civil engineer, was appointed Superintendent of Streets. Start of the year saw extensive purchase of motorized equipment for the Street Department, school buses, and two Ahrens-Fox pumpers for the Fire Department. This, with building of culverts, stablizing of runways at Auburn-Lewiston Airport, and repairs on school buildings, required a bond issue of $45,000. On September 21, a hurricane so badly damaged trees, sidewalks, fire and police alarm systems, that recovery required another bond issue of $10,000. As the year progressed, the city got a rebound of relief costs due to unemployment caused by the shoe industry strike of the year before, and remaining effects of the general depression. By the end of year, relief costs had risen $13,425 over those for 1937. All services were maintained; 1938 tax valuation slightly over that for 1937; tax rate raised 1½ mills; year ended within budget and net reduction in outstanding debt. Year marked by death of Ernest A. Whitney, tax assessor for 15 years.

## MORE HARD TIMES

(1939) Relief costs continued so heavy that Manager Walton remarked in his annual report that it was impossible, in spite of careful planning and administration, to keep that area of city responsibility within budget. He blamed much of the increase on the failure of the Maine Unemployment Compensation Commission to provide WPA workers with compensation during the 30-day lay-offs they had to take after each 18 months on the federally-paid projects. Another slight increase in the tax valuation and the unemployment situation indicated the desirability of reducing the tax rate to 38½ mills. The year finished with the net debt down $10,100; but the cash balance was only $660.43.

**Mayor L. Kenneth Green was reelected, as he was to be in the following two elections.**

## SITUATION WORSENS

(1940) Business conditions continued uncertain. Relief demands were up, causing city to open municipal store and woodyard. More reliance placed on Works Progress Administration. WPA and State Defense Commission joined in project to build additional runway at Auburn-Lewiston Airport. Two trucks purchased for Welfare Department, one for City Farm; power shovel for Street Department. Tax rate dropped to 38 mills. Bonded debt reduced by $10,000, but year ended with a $77,644.45 bank overdraft.

(1941) City Manager Walton resigned July 15 to accept appointment as Chairman of the Maine Unemployment Compensation Commission. City Council granted him two weeks vacation with pay and named Radcliffe G. Mitchell, of Auburn, a public accountant, to replace him. Taking office on August 1, with five months left in the fiscal year, City Manager Mitchell undertook a program of strict economy. By aid of a $178,265 tax valuation increase, he was able to lower bonded debt by $5,100 and reduce bank overdraft by $38,436.87, or approximately 50%, by year's end. Fire Chief Harry E. Fogg died September 8; Deputy Chief George L. Barnes took charge for balance of year; Ralph B. Harnden was later named Chief. Lewiston-Auburn Transit Company trolley cars replaced with busses.

(1942) Auburn observed the 100th anniversary of its becoming a town. Tax valuations stayed high; tax rate increased to 41 mills. Manager Mitchell was able to cut remaining overdraft in half, bringing it to $32,605. Removal of street car rails on South Main, Broad, Turner, Denison, and Goff Streets and Lake Auburn and Minot Avenues was a principal project of the Street Department. An asphalt hot mix plant was purchased for purpose of doing more street surfacing at less cost; but because of World War II conditions, there was insufficient asphalt for civilian supply. Administration headed by Mayor Greene and Manager Mitchell initiated policy of calling on representative citizen groups to study and make recommendations for improvement of the municipality. Mayor Green named committee of 13 headed by Benjamin Jones to study city charter with view to needed revisions; and a committee of seven, headed by former Mayor McFadden, to work with Manager on future city plans with reference to post-war situation.

## FISCAL YEAR CHANGED

(1943) Able by adroit administration to entirely wipe out overdraft of three years before, City Manager Mitchell, on December 9, submitted his resignation, effective January 1, 1944. Resignation accepted, Mitchell returned to his profession of public accountant, also joined oil firm of Twaddle-Mitchell.

Maine Legislature enacted a bill, effective in 1945, amending Auburn City Charter to change fiscal year from January 1 - December 31 inclusive, to April 1 - March 31, advancing time for budget making appropriation resolve accordingly; also changing city election date from second Monday in December to second Monday in September, and inauguration date from first Monday in January to first Monday in October.

**Mayor Green elected to fourth 2-year term.**

(1944) Ira B. Safford, Auburn lumber dealer, and Superintendent of Streets from 1919 to 1926, was unanimously elected City Manager. City Council also passed order establishing office of Assistant City Manager to which City Auditor George A. Arnold was afterward named. City Council passed resolution regarding agreement with federal government as to operations and maintenance at Auburn-Lewiston Airport, also authorized 12-year operating lease of Airport facilities, except those in use by U. S. Air Force, to Henry M. Dingley, Jr. After conference with Attorney Adrian A. Cote, of Lewiston, Council adopted Civil Aeronautics Administration plan for airport, thereby bringing CAA maintenance contribution to $215,334. City Solicitor Leonard Williams, instructed to draw up a form requiring Auburn and Lewiston to select two men each, the four to select a fifth, forming an Auburn-Lewiston Airport Commission. Citizens group spoke in favor of city support of summer playgrounds, and Council voted $1,000 from emergency fund for that purpose. Horace E. Munroe and co-owners gave the historic West Auburn Shoe Factory (first in Auburn) to the city on condition it be used for the purpose of maintaining fire protection, of a school, or both. Lewiston-Auburn Lions Clubs erected honor rolls of Auburn's World War II veterans. City Council passed a resolution in respect for the 29 Auburn men who were killed in action in that war, and for their loved ones.

This was the last year when the city's fiscal year coincided with the calendar year.

## PASSING OF MAYOR GREEN

(1945) Mayor L. Kenneth Green died on February 5, having been the longest-serving mayor in Auburn's history to that time, and one than whom none had been more highly respected. City Council passed resolve on the passing of its beloved presiding officer, and authorized Council President William H. Grist, (Councilman Ward 1) to carry on duties of mayor until one could be elected.

**At special election, on March 19, Attorney John G. Marshall was elected to serve out Mayor Green's unexpired term.**

Charter amendment changing fiscal year went into effect. Legislature passed an emergency bill allowing the City of Auburn to pass a special appropriation resolve for the period January 1 to March 31, 1945; adding the amount to the appropriation for April 1, 1945 to March 31, 1946; and permitting the levy of taxes accordingly.

**In regular city election, on September 10, Mayor Marshall was reelected for a 2-year term.**

City Manager Safford resented election campaign reference to his name with two other administration officials as "a combine" and said he would not be a candidate for reappointment.

## POST -WAR UPTURN

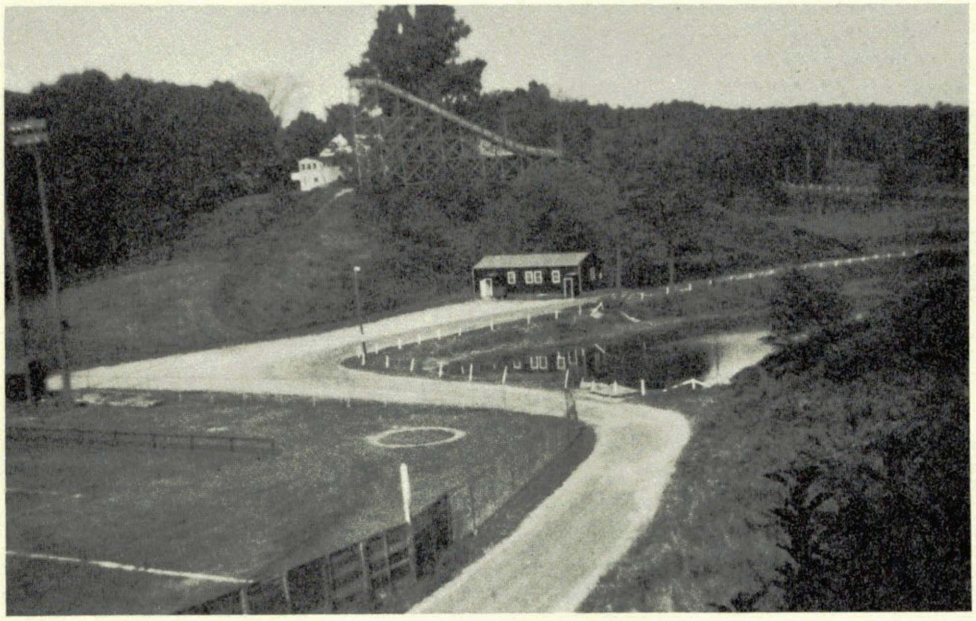
(1946) Bernal B. Allen, manager of the towns of Skowhegan and New Portland, was elected Auburn City Manager, City Auditor and Clerk of the Overseers of the Poor. This eliminated reappointment of Auditor George Arnold and Welfare Clerk Harold Robinson. City report covering 15-month period ending March 31, due to change in fiscal year, showed city in good financial condition; cash balance of $48,470.93, reduction in bonded debt of $281, 149, leaving city a borrowing capacity of $509,133; but Manager Allen advised "caution in borrowing", to keep the city in sound economic condition for the years to come. He called attention to war-time demands on manpower and materials which, during the previous 6-year period, had deferred construction and maintenance in all departments, stating "These must be taken care of when materials become available."

(1947) Recoupment in highway department equipment and road resurfacing program progressed with William H. Wilkinson as Superintendent of Streets. Parking meters installed in business district. Two-platoon system set up in Fire Department. Retirement system for city employees established. Manager Allen recommended development of a Recreational Department.

**Councilman Rosaire Halle, Ward 5, elected Mayor for 1948-49 term.**

## FIRST RECREATION DIRECTOR

(1948) Manager Allen relinquished office of City Auditor to Marion Wing, who was succeeded by Frederick Clark. James H. Grooms was employed as Auburn's first Recreation Director and started 8-week summer season at 8 rotating play areas, baseball diamonds, softball areas, and horseshoe courts, with large attendance. Development of Pettengill Park began in earnest; first winter carnival held there; indoor program established.



*Pettengill Park before the ski jump was taken down. Picture taken from the ball field end, Hasty Memorial Armory in the right rear.*

(1949) Albert M. Eustis was appointed City Auditor. Stephens property on Academy Street was purchased as annex to Edward Little High School to provide quarters for Home Economics. Replacement of Street Department equipment accomplished. Unexpended cash balance had been $46,093, but these expenditures reduced it to $17,004; also, $56,000 bonded for bridge construction to include Veterans Bridge over Little Androscoggin, in New Auburn; net increase in bonded debt, $10,500.

**Edward M. Field elected Mayor for 1950-51 term.**

(1950) Zoning ordinances were revised and Zoning Board of Appeals established. New 750-gallon pumper for New Auburn fire sub-station and two police cars purchased. Resurfacing on Turner and Center Streets; Webster School yard macadamized. Regulation baseball diamond laid out at Pettengill Park with bleachers and other fittings, giving it professional touch. In his recommendations for coming year, Manager Allen called for construction of three new school buildings to cost $330,000, and a new fire station for New Auburn to cost $30,000.

(1951) Construction of 10-room school building (later named Fairview School) at Six Corners; a 6-room school unit adjacent to Washburn School; and a 4-room neighborhood school at North Auburn was completed, at total cost of $360,000. Construction of New Auburn fire station delayed to 1952. A combination pumper purchased for Fire Department; four new trucks for the Street Department. City ordinances completely revised and enacted.

**Mayor Field reelected to second term.**

(1952) A 36-hour blizzard brought total snowfall to 128 inches, raised heavy clearance problem, and immobilized most wheeled traffic for two days. Complete revaluation of all taxable real estate in the city on recommendation of City Manager Allen resulted in reduction of tax rate from 50 to 40 mills. Four hundred feet of 4-inch pipe installed in gully in rear of Washburn School to eliminate sewage problem. Improved street lighting installed in New Auburn business section. Two men added to Fire Department bringing total permanent men to 32, thus eliminating call men. Rotary traffic system installed in city's business section. New Auburn fire sub-station completed.

(1953) James Grooms resigned as Director of Recreation and was succeeded by Miss Ruth M. Sylvester, an Auburn native who had had much experience in U. S. O. work with the Armed Forces. She maintained an extensive, well-attended, year-round program; but resigned at the end of the fiscal year.
Bill passed Legislature transferring costs of maintaining Auburn Municipal Court to Androscoggin County. City Council voted to terminate Auburn-Lewiston Municipal Airport operating contract with Henry M. Dingley, Jr., and named an airport operating committee to act jointly with similar Lewiston commiteee to take charge. Because of contact with a potential new industry requiring 50,000 square feet of floor space, City Manager Allen recommended that Council meet with Chamber of Commerce to consider forming an Industrial Development Authority or Corporation to induce new industries to locate in Auburn. He also spoke of need for a more comprehensive City Planning Board, stating that there should have been a master plan for the city's future development before a zoning ordinance was passed.

**Councilman Merle S. Merrill of Ward Two elected Mayor for the 1954-55 term.**

(1954) City Council authorized two-city Airport Committee to lease Auburn-Lewiston Municipal Airport premises and some administration facilities to Northeast Airlines for one year; old and new hangers and gasoline tanks to Henry M. Dingley, Jr., for commercial purposes during same period. A Citizens Traffic Study Committee appointed by Mayor Merrill because of traffic congestion, streetside automobile parking, and location of bus stops, rendered report recommending one-way traffic on principal downtown streets to include a west-bound rotary via Court, North Main, Franklin, Cushing, and Turner Streets. The changes were gradually put into effect.

City Manager Allen pointed out the need for off-street parking lots and called attention to availability of Maine Hotel property on Main Street, and Perryville Gulley area between Chestnut and Union Streets where Sewerage District was to put sewer brook in conduit and grade over it. City Council adopted an ordinance requiring land developers to construct streets and ways at their own expense and in accordance with specifications included in the ordinance. Donald Belcher appointed Recreation Director, served briefly, and resigned. Recreation Department reverted to supervised summer program; department clerk in charge of winter program.

## INDUSTRIAL DEVELOPMENT, A MUNICIPAL FUNCTION

(1955) A Citizens Tax Study Committee, which had been holding meetings since previous August, rendered report on February 1 showing that home-owners were bearing too large a portion of city taxation; that tax base should be broadened by greater development of industrial properties. A new municipal department known as Industrial Development Department was activated with L. Henderson Dudman as its first full-time director; he was also to serve as executive director of the newly-formed *Auburn Business Development Corporation* (an organization of business heads and other representative citizens).This was in liaison with the Maine Department of Development of Industry and Commerce (now Department of Economic Development). It marked the start of industrial development as a municipal function in Auburn.

City Planning Board reorganized in accordance with an act of the Legislature increasing its membership and making it an effective medium for planned development of an improved community. It involved preparation of a comprehensive long-view plan for Auburn's future growth and the appointment of a planner-engineer as its full-time executive. City Engineer Roscoe L. Clifford was appointed to the additional position.

Auburn Parking District created by act of the Legislature "to devise, secure, develop and operate off-street parking areas" to ease automobile parking problem on city streets. A parking lot in Perryville Gulley between Chestnut and Union streets was already started by City to accommodate 400 cars, principally those of employees in nearby shoe factories. Construction of ten additional classrooms begun at Fairview School. New wing of Auburn Public Library was being completed.

**Herbert E. Callahan elected Mayor for the 1956-57 term.**

## MAJOR ROAD AND BUILDING PROJECTS

(1956) City Planning Board Chairman Alonzo Harriman resigned and Paul W. Bean succeeded him. Roland Lachance was vice chairman; Joseph O. Raymond and Deane Woodward, the other members. Board took steps toward preparation of a comprehensive master plan for Auburn's future growth; John Blackwell, a planning adviser from Boston, was employed to make a planning reconnaissance of the city.

Vistas were opening for Auburn's coming growth. Some of the pressures moved faster than expected. Year was notable for extensive highway and building construction. There were four construction projects on in-city highways: South Main and Broad Streets rebuilt and repaved; Main Street between Laurel Street and Little Androscoggin River widened to full right-of-way with substantial retaining wall constructed on east side; Center Street from Turner to Cross Street reconstructed 4-lane width with granite curb on both sides and sidewalk on west side (several retaining walls required) ; Court Street from Holly Street to Park Avenue rebuilt, repaved, granite curbed, and sidewalk installed. On the building side: completion of 10-room addition with equipment at Fairview School and construction of a Terminal Building at Auburn-Lewiston Municipal Airport. National Guard Armory at Hampshire and Troy Streets destroyed by fire on November 3; replaced in Pettengill Park the following year. L. Henderson Dudman resigned as Director of Industrial Development and was succeeded by Lindley Bond, Jr.

(1957) The projects of the 1956-57 period were worthy, but they cost money. The complete program of highway and building construction required a bond issue of $699,000. A public improvement bond issue of the year previous had amounted to $351,000, bringing Auburn's total bonded indebtedness to $967,000. The new bond issue brought it to $1,592,000. The tax rate for the year ending March 31 went up from 45.5 to 50 mills.

Adding to public concern was the fact that an evaluation of school needs showed that unless some new construction should be undertaken in the immediate future, the long-serving and much-remodelled Edward Little High School would not accommodate the certain increase in student enrollment over the next several years.

The Superintending School Committee presented a resolution to the City Council asking for a new 1100-student, 3-year, senior high school building on a spacious lot entirely separate from the long-time location of the old high school. The City Council constitued itself a Building Committee, selected 40-acre Franklin-Hayes location on Goff Hill as a site, employed an architectual firm to prepare plans and specifications, and contacted the Maine School Building Authority relative to a loan to pay part of the cost of a project estimated to cost 2¼ million dollars. There was much public discussion as to the high cost of the proposed school building, and differences of opinion expressed as to its location and size.

When the proposition was put to referendum vote in the September city election, the voters turned it down.

**In the same city election, Mayor Callahan was returned for another term; only one of the Councilmen was reelected.**

## CHANGE IN MANAGERS

City Manager Allen, in his 12th year in Auburn resigned, effective October 7, to accept a similar position in South Portland. In a farewell address before the City Council on that date, he affirmed that, in view of the essentiality of education to career success of the rising education, it was imperative for Auburn to proceed to build a modern, 1100-student high school. He said he was proud to leave all the city departments well organized and working in harmony with each other, and the city "economically sound and stable." He recommended appointment of a Charter Study Committee to review the existing city charter which he considered inadequate as to method of appointment of municipal offices.

Lindley Bond, Jr., resigned as Industrial Development Director.

**City Auditor Albert M. Eustis and City Planner Roscoe L. Clifford served successively as actng city managers during interim.**

(1958) Woodbury E. Brackett, a certified civil engineer with 28 years experience in municipal manager posts in Maine, New Hampshire, and Vermont, assumed the office of City Manager of Auburn on January 15. A native of Bath, Maine, he took up engineering work after studies at Columbia University and Cooper Union and engaged in engineering, until he became Town Manager of Washburn, Maine. Manager Brackett immediately outlined his philosophy as to factors that make a municipality desirable for new industry.

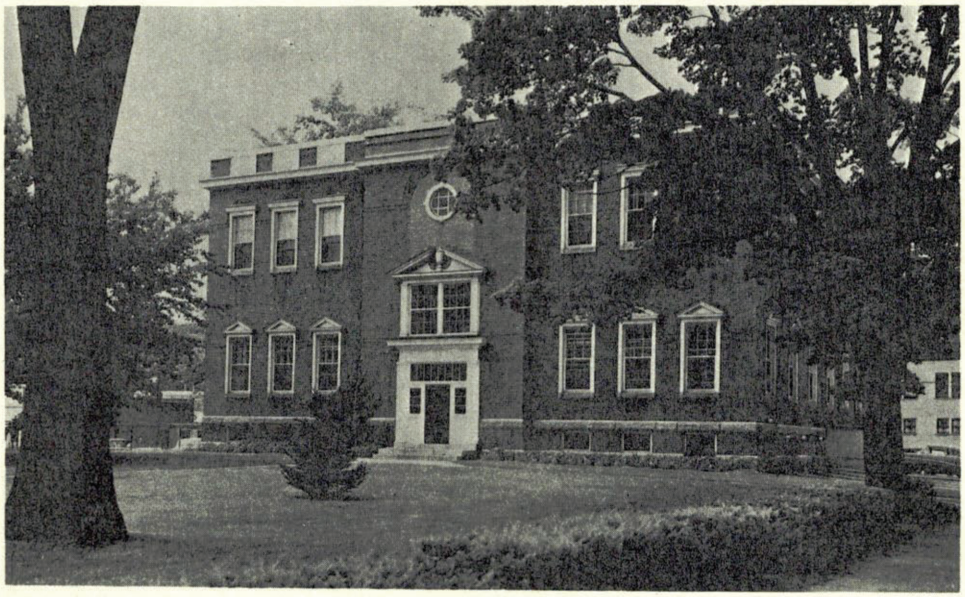
In submitting the report for the fiscal year ending March 31, 1958, covering 9 months of the year 1957, Manager Brackett made it clear that the accomplishments were in main those of his predecessor. Report for the year showed these achievements: preliminary plan for Bosse Industrial Park on Minot Avenue approved; plans for Colonial Heights and Carrier Court building developments, and Peter Allain preliminary sub-division plan accepted; Hampden, Jones, and Foch Streets and Truman Avenue accepted.

## NEW HIGH SCHOOL APPROVED

The high school question was submitted to referendum vote twice during the year and was approved the second time only after a building committee had obtained new plans and specifications for an 1100-student building eliminating a gymnasium and thereby reducing the cost to $1,500,000. A $75,000 bond issue was authorized for acquisition of land, construction, paving of roads, and equipment for buildings at Auburn-Lewiston Airport; construction of administration building completed and adjoining land purchased for future development. Survivor benefits for dependents of city employees enacted by Legislature. Salary survey for Auburn city employees prepared for adoption in 1959. Highway Department equipment and new pumper for Fire Department purchased. Professional traffic and parking survey, Auburn's first, completed by Edward & Kelsey engineering firm. Alfons Tavares appointed Industrial Development Director and Executive Secretary of the Auburn Business Development Corporation.

(1959) Construction begun on Auburn's new 1100-student high school, this time under oversight of an especially-appointed Citizens Building Committee. Traffic lines to and from Auburn and Maine Turnpike Extension were completed. In cooperation with city, the Auburn Sewerage District started enclosing Perryville Gulley Brook in concrete conduit.

Fire on third floor of City Building caused so much damage it was decided to remove third story and tower and modernize entire building.



*The renewed Auburn City Building after the third story and tower had been removed following a damaging fire in* 1959.

Planning Board submitted new Zoning Ordinance dividing Auburn's 66 square miles of area into zones and districts as follows: Farm and Forest; Flood Plain; Rural Residence; Suburban Residence; Neighborhood Business; General Business; Industrial.

Auburn Business Development Corporation activity resulted in so much expansion and growth it became necessary to create the full-time office of building Inspector. Joseph E. Gosselin was the first to hold the office.

**Paul J. Brogan elected Mayor for the 1960-61 year.**

## BRACKETT HEADS INTERNATIONAL MANAGERS

(1960) City Manager Brackett brought special distinction to himself and the City of Auburn by his election as president of the International City Managers Association, the annual meeting that year taking place at Tel-Aviv, Israel. This gave him and the city wide contact-acquaintance and prestige. In recognition of his increasing usefulness in obtaining more and varied industries for Auburn, it was decided to assign him the function of industrial development, with an administrative assistant to help in other administrative details. Renovations of City Building completed. North Auburn Basin outlet rebuilt. North-South runway at Auburn-Lewiston Airport extended to 5,000 feet. Zoning ordinance adopted. Recreation and Parks Departments combined. Harry Jones, Jr., who had been supervising recreation seasonally, replaced by Harry G. Coulter as full-time director. Construction begun on Rodman Road to connect Washington Street and Minot Avenue via Hotel Road. Maine Central Railroad ceased passenger service.

(1961) Alfons Tavares resigned as Director of Industrial Development. D. Dwight Dogherty was named Administrative Assistant to City Manager. Paul W. Bean resigned after serving as Chairman of the Planning Board since its activation in 1956; William B. Lewis appointed to the Board. City Engineer-Planner Roscoe L. Clifford resigned to accept position of City Manager of Calais; Daniel Webster, Jr., was appointed to replace him.

The new Edward Little High School building was dedicated and went into use at start of the school year. City employees covered by Social Security.

Industrial and other development: Structual Concrete Plant in operation on Lewiston Junction Road; Dane-T-Bits Biscuit Company, Inc., announced plans for 55,000 square foot bakery on Grand Trunk Railway siding at Rodman and Poland Roads; U. S. Army Reserve Training Center announced for Bosse Industrial Park; Farm Bureau Mutual Insurance Company building started on Center Street; Lost Valley ski area developed and opened; new Christian Science Church built on Lake Street; new Methodist Church building started on Park Avenue.

**Mayor Brogan reelected for 1962-63 term.**

(1962) Establishment of an Urban Renewal Authority was approved by Auburn voters in referendum election. Citizens Advisory Committee was named to assist URA in studying community problems. Auburn received Maine Municipal Association's Superior Merit Award for 1961-62 Annual Report. New Traffic signals installed and new traffic patterns established in downtown area, to include removal of North Main, Franklin, and Turner Streets rotary. Volunteer fire company organized at Danville. W. H. Hinman Company awarded state contract for reconstruction of Center Street as 4-lane highway from Cross Street to Lake Auburn. Surplus foods program instituted. Workable program submitted to Housing and Home Finance Administration received certification.

Harry G. Coulter resigned as head of Parks and Recreation Department and was replaced by Harry E. Reynolds. Municipal family saddened by death of Joseph E. Gosselin, serving as Building Inspector. He was replaced by Lawrence R. Marcotte. Lewiston-Auburn Shoeworkers Training Center established in Auburn under Manpower and Development Training Act. New Dane-T-Bits Biscuit Company plant starts operation. Maine Milling & Manufacturing Company broke ground and announced plans for large grain mill, garage, and hatchery on 20-acre site on Poland Road, alongside Grand Trunk Railway.

## ACCELERATED ACTION

(1963) Relieved of much office detail by an Administrative Assistant, City Manager Brackett became the directing and coordinating head of an accelerated drive for new industries and upgrading of facilities and services to keep up with the growth of the city. The result brought Auburn the title of "Maine's City of Opportunity". Some of the "new business" gains warranting that label were (1) Maine Milling & Manufacturing Company plant completed on Poland Road-Grand Trunk siding; (2) Start of construction quickly followed announcement of 120-unit Holiday Inn on Washington Street at Maine Turnpike Interchange; (3) Announcement of a 21-unit Motor Inn on Phil-O-Mar Avenue; (4) Announcement of plan for construction of a new home for Snow's, Inc., on Center Street, also new venture building erected on same Highway, Route 4; (5) Auburn Business Development Corporation announces procurement of land sites for further development; (6) Center Street 4-lane reconstruction completed as far as East Auburn, and announcement made it would continue into Turner next year.

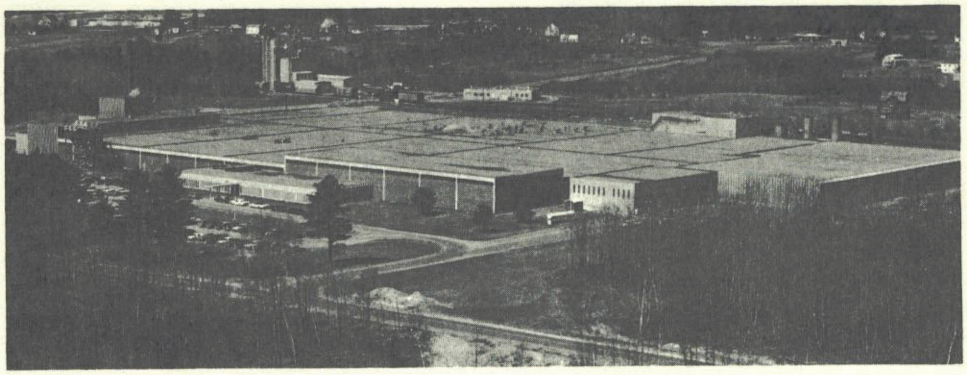
City agreed to meet its share in an urban transportation study coordinated by Androscoggin Valley Planning Commission. It was decided to dispense with city collection of garbage for feeding swine at City Farm; and to dispose of garbage, with other city waste, by land-fill method; to close the City Farm and place inmates in private rest homes. City Council then voted to donate the City Farm buildings and land area reaching shore of Lake Auburn to the State of Maine as a site for Central Maine Vocational-Technical Institute. City's Department of Education obtained options on land for school expansion plan in New Auburn. A Housing Code was adopted. Urban Renewal Authority submitted its initial survey and planning application for Auburn's first Urban Renewal project. Members of Authority were Ernest M. Shapiro (chairman), Arthur W. Ford, Willis A. Trafton, Jr., Malcolm B. Dunlap, and Otis C. Haskell, Jr.

**Councilman Harry W. Woodard, Jr., elected Mayor for the 1964-65 term.**

(1964) Auburn Urban Renewal Authority obtained federal approval for survey and planning of "The Great Falls" project. This would provide complete rejuvenation of a downtown area bordered on the east by the Androscoggin

River; on the south, by Court Street; on the west, by Turner Street; and on the north, by the Maine Central Railroad tracks.

A Housing Study Committee was appointed to determine need for public housing in Auburn. A Charter Study Committee was appointed by Mayor Wood. ard to make a complete review of City Charter with a view to needed revision; Committee consisted of Paul W. Bean (chairman); Councilmen John W. White, (Ward 1); John W. Duddy, (Ward 4); John Robinson, (Trust Officer First Manufacturers Bank); and Attorney Jack O. Smith. Due to closing of City Farm, Mr. and Mrs. Rex V. Bridges, in charge as superintendent and matron for 39 years, were retired. City Solicitor Israel Alpren resigned to accept appointment as Judge of 8th District Court; Attorney G. Curtis Webber was named Solicitor in his place. Marjorie R. Lawrence resigned as chairman of the Board of Registration of Voters and Mrs. Marion H. Prescott was appointed in her place. Roland R. Saucier, acting Superintendent of Streets since retirement of William H. Wilkinson, was named permanently to the position. State reconstructed 2.018 miles of Riverside Drive. Auburn joined with Lewiston and Lisbon in federally-required regional comprehensive urban transportation study by Wilbur Smith Associates. Review and revision of Auburn's capital improvements by Planning Board.



*The massive new Pioneer Plastics plant, and to the left rear the likewise new and massive Maine Milling and Manufacturing Company plant with its towering grain elevators. These plants are on opposite sides of the Grand Trunk or Lewiston-Auburn Railroad.*

*Maine Department of Economic Development photograph.*

(1965) A year of extreme activity despite several personnel changes. D. Dwight Dogherty, Jr., resigned as Administrative Assistant to accept appointment as Town Manager of Lisbon; Bernard J. Murphy , Jr., appointed Administrative Assistant. Daniel Webster, Jr., resigned as Engineer-Planner and was succeeded by Arthur O. Clark. Donald K. Dyer resigned as Chairman of Board of Tax Assessors and was succeeded by John M. Lochhead. Harry E. Reynolds resigned as Superintendent of Parks and Recreation; Norris E. Ingersoll appointed to position. Lawrence R. Marcotte resigned as Building Inspector, succeeded by Richard F. Barstow. More dwelling units constructed since adoption of building code than in 5 years previous. Mayor's Charter Study Committee finds original Council-Manager charter basically sound, but submitted recommendations for its modernization and strengthening. Housing Authority appointed, consisting of Former Mayor Rosaire Halle, chairman; Irving Martin, Alex Matthew Coutts, Alton Wing, and Howard E. Groves. Urban Renewal Authority submitted Formal Part I application for federal funds to carry out Auburn's first URA project.

## ECONOMIC DEVELOPMENT

On account of the emphasis on economic development, a new department appeared under that name in the 1965 annual city report. It opened with this paragraph: "In the 1965-66 fiscal year (April 1, 1965 to March 31, 1966), the City of Auburn enjoyed another period of sustained economic growth and development. New building construction continued at a rapid pace with total building costs passing 4.2 million dollars, an amount that exceeds 1962, 1963, and 1964. Included among the development highlights for 1965-66 were the following: Completion of the Pioneer Plastics plant (another industry on the Grand Trunk Railway siding) plus expansion to accommodate Resopreg Division. Location chosen on Merrow Road at Littlefield's Corner for Bon An Footwear plant (vulcanized rubber sole shoes), construction and limited production started. Construction of Sampson's Supermarket warehouse and general offices on outer Washington Street, opposite Holiday Inn. Establishment on Center Street (Highway Route 4) of Auburndale Shopping Center to include Shaw's Supermarket, King's Department Store, Norge Village, Canal National Bank, Androscoggin County Savings Bank branches, and State Liquor Store. 50-unit executive apartment development started off same highway. First building for Central Maine Vocational-Technical Institute under construction on former City Farm, Upper Turner Street. Access road constructed to Lost Valley ski area and expansion of facility to include a chair lift. Construction and occupancy of professional building on Center Street. Land purchased by Hemingway and Sanborn trucking concerns for terminals on Rodman Road, leading to both Portland and Mechanic Falls highways. New plant constructed on Mill Street for Maine Stamping and Eastland Leather Companies. Expansion of LePage bakery due to acquisition of Dupont Bakery" New bottling plant of Washington Street to house Nehi Beverages. Completion and preliminary recommendations by Wilbur Smith & Associates regarding urban transportation study.

As a caption to this development record was an added paragraph: "Economic Development has many facets. It does not end with the construction of new plants. A new firm offering new employment opportunities is certainly vital to and the impetus for economic development, but this is only the beginning. There are other areas important to our economy, which must be developed and expanded if economic development is to be sustained. New residences must be constructed, commercial facilities should be expanded, industrial development should be diversified, educational and recreational facilities must be expanded and municipal services must meet the changing demands. These are just a few of the many areas that are important to economic development."

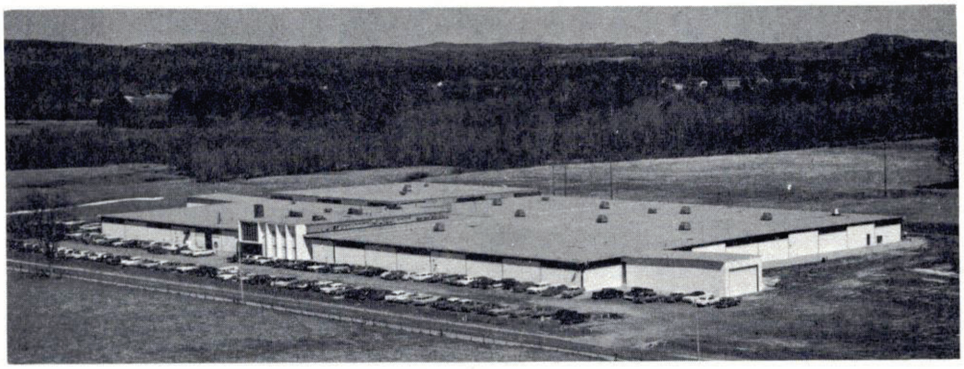
**Mayor Woodard reelected for the 1966-67 term.**

(1966) In referendum election on February 21, Auburn voters endorsed a proposal of the Auburn Housing Authority to develop a low-rent housing project for the elderly, with approximately 100 units to be constructed on one or more sites within the city. It allowed the Authority to enter into agreements for contracts with the Federal Government for loans, grants; contributions, or other forms of assistance. Authority selected building site on Lake Auburn Avenue (location former corn-canning factory), and the Federal Department of Housing and Urban Development gave approval of 100 units of dwelling space for elderly at total cost of $1,692,912. Alonzo J. Harriman Associates retained as architects; Aliberti, Larochelle & Hodsdon, surveyors; Philip Watson, appraiser.

New city office of Housing Inspector was created and Ralph E. Emery appointed to the position. Lynn W. Markee named Building Inspector; in place of Richard Barstow resigned. Chief Alton E. Savage retired after 27 years service in Police Department; Captain Stephen Smyc appointed chief. Mrs. Constance Dudzic became Health Nurse in city Health Department. Charles Frost resigned as assistant clerk of Welfare Department; and Mrs. Beverly Heath, secretary in Welfare Office, assumed his duties.

City Council authorized Attorney Jack O. Smith to draft a revision of the city's Council-Manager Charter, in accordance with the recommendations of Charter Study Committee. A tax equalization program started in August for 1967 taxable year; appraisal firm of Cole, Layer & Trumble retained for that purpose. Northeast Yellowbird and jet service introduced at Auburn-Lewiston Municipal Airport. 1965-66 annual report received "excellence" award by Maine Municipal Association. Distinguished Achievement Award received in National Cleanest Town contest. Urban Renewal Authority received formal federal approval of its Part I application for Loan and Grant, and turned at once to submittal of Part II application, approval of which was also necessary to actual physical execution of the "Great Falls" Urban Renewal Project. Ronald Desjardins resigned as Executive Director of Auburn URA and was succeeded by R. Lewis Bone, formerly assistant director of the Waterville URA.

Education: Construction of a gymnasium-auditorium and four-classroom addition at Edward Little High School was completed; also, an addition was constructed at Walton Junior High School, encompassing science, reading, and foreign language laboratories, a science recitation room, a two-instructor shop area, and a cafeteria-multipurpose room. City Council authorized preparation of plans and specifications for a new 22-classroom elementary building in New Auburn.



*The sprawling new plant of Bon An Footwear Inc., (vulcanized rubber sole shoes), located off Merrow Road at Littlefield's Corner, in what a few years ago was a farm hayfield.*

Economic Development: Bon An Footwear began production in its new 160,000 square foot building on Merrow Road. Marcotte Chevrolet broke ground for $250,000 facility on Center Street. Clark Shoe received loan guarantee by Maine Building Authority for expansion of plant facilities. Agway, Inc., announced plans for Bee Line Supply Center on Minot Avenue. Terminal facility for Sanborn Express was completed and one started for Hemingway Transport, both on Rodman Road. Auburn Business Development Corporation purchased 20 acres of land on Rodman Road.

(1967) Auburn was selected as one of 22 finalists in the "All America Cities" contest, sponsored by the National Municipal League Magazine; November 13-14 Mayor Clyde E. Goudey, City Manager Woodbury E. Brackett, Administrative Assistant Bernard J. Murphy, together with Roland Rand, Elmer Campbell and Carleton Bradbury, members of Auburn's "All America Cities" Committee, went to Milmaukee, Wisconsin, for the city's formal entry in the competition. Bradbury, as spokesman, presented before a National Municipal League jury Auburn's story of recovery and rejuvenation from the cumulative adverse effects of a deteriorating economic situation. A new Council-Manager city charter was approved by the 103rd Maine Legislature and adopted in a referendum election. Completion of a taxable property equalization on 100% instead of 38% appraisal resulted in an increase of tax valuation from $38,519,560 to $115,422,640 and a decrease in the tax rate from 79 to 28.5 mills. For the second successive year, city received Distinguished Achievement Award in National Cleanest Town Contest, and Maine Municipal Association Award for excellence of annual report. Codes and ordinances revision study completed and adopted by City Council. Public Administration Service prepared a new classification and pay plan for municipal employees. Ralph E. Emery appointed Building Inspector to replace Lynn W. Markee, who resigned to accept position on Auburn Urban Renewal staff; Lawrence Dunham appointed Housing Inspector to succeed Emery; James D. Jolicoeur appointed Assistant City Engineer, a new position.

Education: Construction was started on 22-classroom elementary building in New Auburn, scheduled for completion in fall of 1968. ESEA Title III planning grant approved for Advancement of Elementary Administration, with the Auburn School Department as sponsoring agency.

Engineering-Planning Public Works: Code Enforcement application submitted to Department of Housing and Urban Development. Two-year, $110,000 highway paving project completed. Rodman Road extension finished. Lucalux street lighting installed on Turner Street. Wilbur Smith Associates start master development plan for Auburn-Lewiston Municipal Airport.

Parks and Recreation: Six tennis courts were built at Edward Little High School grounds in co-operation with the school department. Regulation size, outdoor skating rink was constructed on E. L. H. S. grounds, aided by Grandstand Club.

In conjunction with Lost Valley Ski Area, additional ski instruction was made available to Auburn youngsters, five days a week for six weeks.

Economic Development: General Electric Company purchased former Dane-T-Bits building for manufacture of circuit protective device parts and began production, employing 100. Tampax Corporation revealed plans to construct 110, 000 square foot plant employing 400; construction started within the year. The Economic Development Administration awarded $96,000 grant to Auburn Water District for extension of water system to the Airport Industrial Park. Plans were announced for a new 100-unit motel and restaurant facility on Center Sreet.

Hemingway Transport Building completed. Designation of Auburn as a "depressed area" was removed by the Economic Development Administration, noting that unemployment had steadily decreased since 1963.

**Clyde E. Goudey, a former city councilman, had been elected mayor for the ensuing two-year term on September 11 and took office on October 2.**

## AN "ALL AMERICA CITY."

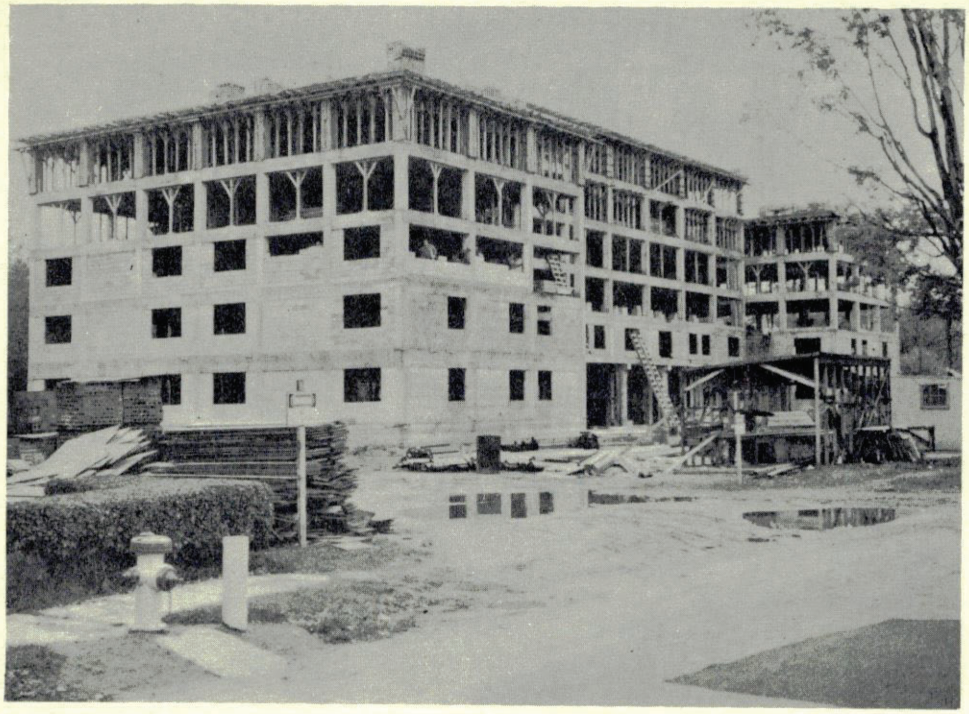
(1968) This was the year when Auburn was one of eleven communities, throughout the nation, selected as an "All America City" by the National Municipal League and *Look* Magazine, co-sponsors of the annual competition. The announcement came on March 21, and days that followed saw the "All America City" banner raised on the pole in front of Auburn City Building, along with the flag of the United States. Police and firemen of the city were presented with "All America City" shoulder patches to wear on their uniforms. The red, white, and blue shield emblem appeared on poles, doors, walls, and car bumper stickers; and more banners were strung across Auburn's principal streets. In a ceremony in Edward Litle High School auditorium, on April 5, the award certificate was formally presented to Mayor Clyde E. Goudey and Former Mayor Harry W. Woodard, Jr., who had appointed the committee to prepare Auburn's entry in the All America City contest. Making the presentation was *Look* East Coast Representative, Chester Harrington. On the platform, also, were Rev. W. Seavey Joyce, S. J. vice president of Boston College, representing the National Municipal League; Maine Governor Kenneth M. Curtis, Jr.; U. S. Representative William D. Hathaway, an Auburn resident; Auburn's nationally-known City Manager Woodbury E. Brackett; his Administrative Assistant, Bernard J. Murphy; Auburn City Councilmen; Chairman Kenneth H. Munroe; and members of the committee that had prepared and presented Auburn's winning success story in the All America City contest.

Still progressive in their thinking, Auburn citizen groups plunged at once into another project to make Auburn a greater and more desirable community in which to live. This undertaking was the preparation of an application to participate in the federal government's Model Cities Program. Although the application required an extensive outline of many goals and ambitions for cultural, sociological, recreational, and other improvements throughout the city, the Model Cities Committee prepared and forwarded the required many-paged manuscript before the April 1 deadline.

It was the year the federal Department of Housing and Urban Development approved a $1,136,498 grant for a so-called "code enforcement" project that would bring highways and other facilities in the Goff Hill area up to latest-accepted standards. W. H. Hinman Co., was the low bidder on the highway re-construction and work on the project began.

This was also the year the same federal department gave final approval to Auburn's "Great Falls" Urban Renewal project, and to the construction of an 100-unit housing building for the elderly. Construction on the housing for the elderly was started immediately by Jefferson Construction Co., Inc., of Cambridge, Mass.

Former Mayor Harry W. Woodard Jr. was appointed Executive Director of the Auburn Housing Authority which, with referendum approval, had applied to DHUD for federal aid in construction of 200 housing units for low-salary non-elderly. On August 5, Director Woodard announced the federal agency had approved a preliminary loan for planning 100 such units at differing points



*A 100-unit housing for elderly, first project of the Auburn Housing Authority under sponsorship of the Federal Department of Housing and Urban Development, was nearing completion in the closing months of* 1968. *It stood on the site of the former Burnham-Morrill corn factory on Lake Auburn Avenue.*

in a selected residential area. Thus Auburn embarked on the "Turn-Key" program of low income housing as well as that for elderly.

Furthermore, a federal ESEA Title III planning grant was received for the establishment of an Education Resources Center in Auburn. Charles W. Jordan, ex-principal of Webster Junior High School, was named director.

Finally, Wilbur Smith Associates, an engineering firm, after extensive study, submitted a master plan for jet-age development of Auburn-Lewiston Municipal Airport, recommending that a two-city Airport Authority be established to oversee its administration.

Such had been Auburn's rewards for 50 years of persevering Council-Manager government; continous insistence on businesslike, non-partisan, municipal administration through good times and bad; and, during the past two decades, an ever-growing effort to increase and diversify the city's industrial components, and to bring all municipal facilities up to highest standards.

It had not been a reward for officials and special civic groups only, but for all Auburn citizens. In announcing the 1967 All America Cities award, the National Municipal League and *Look* magazine stated: "The winning cities are distinguishable by that extra spark of honest openness that encourages hometown folk to care, to act, and to prove— particularly in this year of simmering urban tension — that Americans can still live together productively and peacefully." Such was the description of Auburn in its 100th year as a city, and its 50th under Council-Manager Government.

**ALL AMERICA CITY**
**AUBURN, MAINE**

# Chapter 9

## AUBURN BUSINESS DEVELOPMENT CORPORATION

THE Auburn Business Development Corporation was the civic organization that did more than anything else to plough the way to Auburn's economic recovery. After the city took over industrial development as a municipal function in the 1960's, ABDC constantly gave its assistance in Auburn's upward course to "All America City" achievement.

This organization, composed of concerned Auburn citizens, was another outcome from the surge of public demand in the early 1950's that something be done to raise Maine out of its industrial doldrums. One textile center after another had seen its mills close or move elsewhere with the consequent community loss in employment, and the state was not luring any comparable industry. Tax-paying residents and youthful graduates were finding work in other states. One example was the situation when the Town of Sanford lost the Goodall Mills, the economic backlog of its entire economy. Here, under the inspired leadership of one Carl Broggi, a group of Sanford citizens joined in such a successful effort to bring in new and diversified industry to replace the textile mills that Sanford became known as "the town that refused to die."

Realizing the dangers embodied in any one-industry community, a group of Lewiston citizens formed a Development Corporation and the city itself set up an Industrial Development Department, headed by John J. Maloney. This combined effort first brought to Lewiston the Geiger Brothers printing firm, nationally known producers of almanacs, calendars, and related novelty features. Other new firms followed.

Newly-elected Governor Edmund S. Muskie took up the cause of Maine's economic growth, calling for the establishment of a state department for promotion of industry. This was to result in the formation of what is now known as the Maine Department of Economic Development with the previously mentioned Carl Broggi as its first head.

Even before that, Edward L. Penley, of Auburn, an editorial writer for the Lewiston *Daily Sun,* had inspired fellow Auburn citizens to launch an industrial development organization. The story of how it organized and what was accomplished, in the words of one who had part in it, follows.

### ABDC IS FORMED

It was while Maine's 96th Legislature was considering Governor Muskie's requests for a departmental reorganization and for the appropriation of larger sums for industrial promotion work, that Penley, together with Lucian D. French, President of Charles Cushman Company, shoe manufacturers; Robert H. Gremley, Treasurer of First Auburn Trust Company; and others finally met to organize an Auburn corporation to do something constructive. The name of Auburn Business Development Corporation was chosen. Its primary purpose was:

> "To encourage and foster the industrial and mercantile expansion of the City of Auburn by assisting in every way possible any reputable individual, firm or corporation of known reliability who may wish to secure industrial or mercantile facilities in Auburn."

The incorporators decided to sell stock at $25.00 per share to raise working capital; but provided a bylaw that should the corporation ever liquidate, the proportionate value of each share would be paid to the City of Auburn. The project was to be a non-profit effort. Incorporation was effective April 18, 1955. French, Gremley, and Attorney John A. Platz were respectively the first president, treasurer, and clerk. Fifty-four shares were subscribed for before incorporation. The original board of twelve directors included the officers and Robert H. Lafayette, Edward L. Penley, Robert P. Schoppe, James H. Allen, Munroe S. Fitzherbert, Robert St. Hilaire, Richard A. Briggs, Leon H. Macomber, and Alfred H. Morin.

Their plan of operation was unique for Maine. It was possible only because of the caliber of men and women involved in Auburn Business Development Corporation, and the confidence that City Manager Bernal B. Allen and the City Council placed in them. The corporation would operate a full scale economic development and promotion program for the city, outside of politics, but with funds appropriated for the purpose by the city government. Auburn Business Development Corporation would hire an industrial developer to be called "Executive Director", develop and disseminate promotional literature, compile a prospective list upon whom the Executive Director would call, answer inquiries, and otherwise give service to facilitate a prospect's locating in Auburn.

Legal basis for this Auburn Business Development Corporation proposal could not be placed upon the state statute which since 1913 had permitted a municipality to expend money to advertise its resources and attractions. Auburn Business Development Corporation was asking the city to turn over funds to it as a private corporation, to expend as it saw fit. Could the plan be justified as legal under the provisions of Chapter 43, Public Laws of 1939, authorizing cities and towns to raise and expend money for the support and maintenance of the Chamber of Commerce or Board of Trade? Proponents thought it could be. The corporation proceeded to sell its stock to raise further funds, and advertised and interviewed applicants for the post of Executive Director.

## FIRST EXECUTIVE DIRECTORS

L. Henderson Dudman was chosen Executive Director in the summer of 1955. He had office space in the Auburn City Building and was allowed a secretary. Dudman served for more than twelve months. Lindley Bond, Jr., succeeded him and served briefly. Next, from Vermont, came Alfons Tavares, in 1958. His qualifications included experience as an assistant in industrial development work.

By this time, Lucian French had been succeeded by Robert P. Schoppe as president, and Schoppe had been succeeded by Munroe S. Fitzherbert (1957-1960). The number of directors had been increased in 1956 from twelve to twenty-four. John A. Platz followed Fitzherbert as president; and Willis A. Trafton, Jr., replaced Platz as clerk.

Stanley G. Snow served as president from 1961 to 1962; Donald C. Gautier from 1962 to 1964; Bertrand L. Pontbriand, from 1964 to 1966; Elmer W. Campbell assumed that office in 1966 and was reelected in 1967.

Robert H. Gremley had been the Corporation's only treasurer up to 1968.

During its initial years, much effort went into learning the techniques of industrial development, doing studies of the community and its economy, gathering information about Auburn which could be used in advertising brochures, or answering questions of site evaluators. No quick success in finding a new industry was achieved. Minor assistance was given to local firms. Specific needs of the community were identified, and ways to achieve them were continuously discussed and studied. These included a shopping center, various improved transportation facilities, hotel or motel facilities, a new post office, and urban renewal.

## INDUSTRIAL BUILDING AUTHORITY

Although Waterville and Portland had tried it, Auburn Business Development Corporation had always shied away from construction of an industrial plant in speculation that a tenant or purchaser would be attracted by it. Maine's Legislature in 1957 had created the Maine Industrial Building Authority to guarantee mortgage loans to "local development corporations" on industrial projects. The Maine Industrial Building Authority guaranty could cover mortgages of real estate up to 90% of its appraised value, which meant that banks would not require the normal 20% or 25% equity usually demanded. It also permitted banks to offer a lower interest rate than otherwise would have been feasible.

It was in the fall of 1959 that a possible prospect was first secured. Although diversification was a goal, the corporation decided not to turn away a New Hampshire shoe manufacturing firm which expressed serious interest in moving to Auburn if a suitable factory could be built, which the new prospect was prepared to buy through long-term lease payments. Maine Industrial Building Authority financing proved to be a ready solution for providing the new shoe factory.

## GROWTH CORPORATIONS

It was soon realized that the Auburn Business Development Corporation, because of its organization under general law as a corporation with capital stock, was not the sort of local development corporation which the 1957 Maine Industrial Building Authority legislation required.

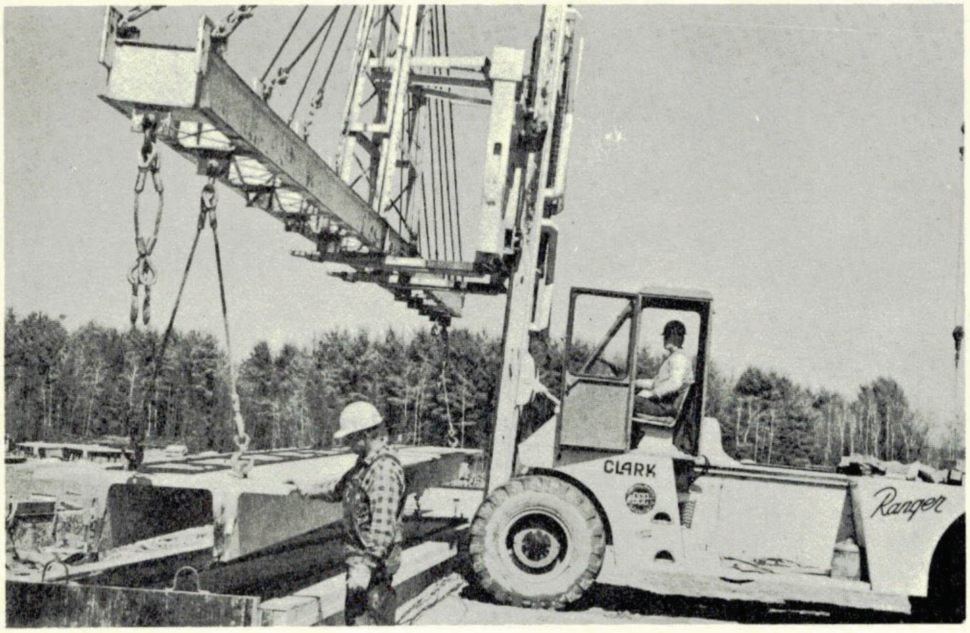
As a result, Clerk Trafton was asked to organize a corporation which could be the vehicle for Maine Industrial Building Authority guaranteed financing. Thus, the Auburn Growth Corporation came into existence on January 27, 1960, with Paul Brogan as president. It was organized as a non-profit, non-stock corporation. Seven of its twelve member-directors were to be chosen from the list of Auburn Business Development Corporation stockholders, and five were Auburn citizens named by the Mayor.

Even before incorporation was complete, application was made to the Maine Industrial Building Authority on behalf of the Auburn Growth Corporation to guarantee a mortgage with respect to its shoe industry prospect; but, because of complicated tax problems, the project was never ventured. Nonetheless, the Auburn Growth Corporation was organized by then and was available for the next prospect.

Maine Industrial Building Authority financing could also be used to assist existing industry to acquire additional space or a more efficient plant. Before mid-year 1960, Auburn Growth Corporation #2 was incorporated to erect, own, and lease a building to Hamilton & Son, Inc., a local roofing and sheet metal firm, which advanced the necessary equity money; consequently, there was no need for any appeal to the public for funds. Suggestions that a separate corporation be used for each Maine Industrial Building Authority project came from representatives of the Authority itself, its intent being to prevent any possibility that one project's equity might be claimed as security for another project which might encounter difficulties.

## AIRPORT INDUSTRIAL

Executive Director Tavares, in 1960, was operating under an annual budget of $12,293 which had been submitted to and approved by the City Council. As far back as 1959 he had seen the need for acquiring land near the Auburn–Lewiston Airport, for a future industrial location. Corporate funds not appearing available, Tavares had persuaded Treasurer Gremley and four other individuals to advance the necessary funds so that he, on behalf of Auburn Business Development Corporation, could purchase from John Mongeau, subject to existing mortgage, land and buildings at Lewiston Junction in Auburn. The wisdom of this move was evident when Tavares succeeded in persuading Harold Wescott, of Laconia, New Hampshire, to take an option on a portion thereof for a branch operation of his Structural Concrete Corporation. Wescott needed a centralized base in Maine and wished to have plane service from Laconia. Thus, a place was found for Auburn Business Development Corporation's first acquisition. Structural Concrete Corporation of Maine came after Tavares had resigned in 1961 for employment in New Jersey, but was a result of his efforts. In due time, pre-stressed concrete beams, fabricated by Structural Concrete Corporation, would become components of buildings erected for or by later newcomers to be assisted by ABDC.



*Handling the heavy pre-stressed concrete beams at the Structural Concrete Company of Maine plant at Lewiston Junction on the west side of Auburn-Lewiston Municipal Airport. This plant enjoys immediate railroad, motorized and airways services.*

By selling part of the Mongeau property to Structural Concrete Corporation, sufficient funds were realized to pay off the balance of the bank loan, which had been reduced by application of rents received; and to repay in full, together with bank interest thereon, the funds which individuals had advanced so that Auburn Business Development Corporation could buy the property. Thereafter, Auburn Business Development Corporation owned unencumbered a small parcel of land and another lot with a rented dwelling house, both originating from the Mongeau purchase.

It was also during the period when Tavares was executive director that the corporation sought control over a large parcel of land situated opposite the Auburn exit of the Maine Turnpike. In 1960, Everett Rand, for a small sum, granted an option on the parcel of about 73-acres, at a price of $200 per acre, which option, for further consideration, was renewed several times before it was finally exercised by the corporation. This eventually became the site for a Sampson Supermarkets warehouse.

## CITY TAKES OVER

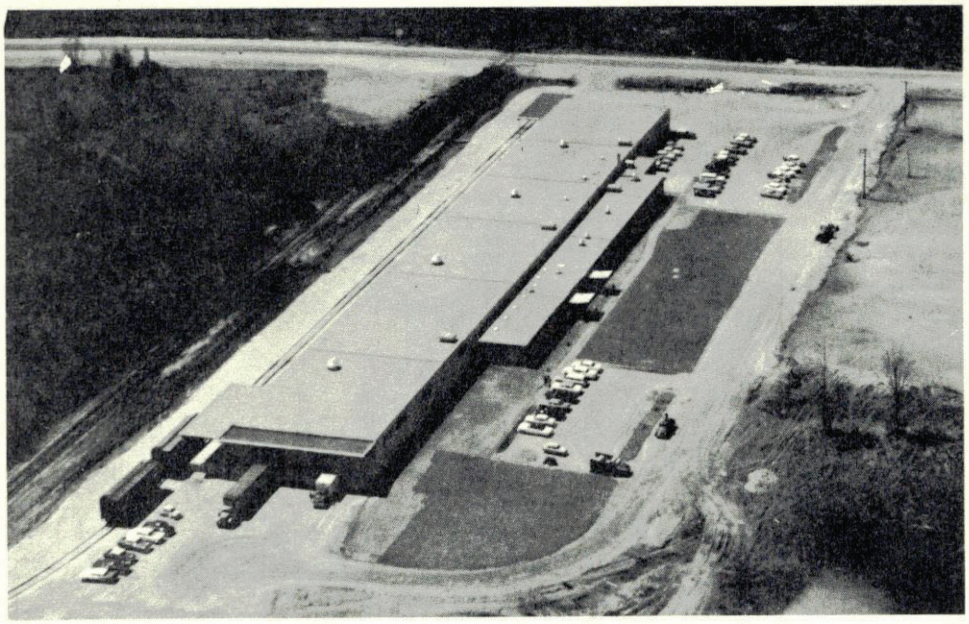
It was early in 1961 when Alfons Tavares resigned as Executive Director. The Auburn City Council was in the process of formulating its budget for the fiscal year, which began April 1, 1961. The council decided to discontinue appropriating funds for the Auburn Business Development Corporation to employ an industrial developer. Instead, it decided to employ an assistant for the City Manager and to retain direct control of industrial development work. Thereafter, industrial development was conducted as a program of the city government.

Auburn Business Development Corporation accepted this policy change without any resentment, expressed only a concern that an active industrial development program be continued without interruption by the city, and offerred to assist whenever possible. Since that time, Auburn Business Development Corporation actually has been busier than ever before, although in an ancillary role, servicing the needs of prospects interviewed by the City Manager and backing up his efforts and those of his assistants, to convince them that they should locate in Auburn.

These efforts were to be a key to maintaining a general community climate of receptiveness to new industry. Corporate funds were no longer needed to any large extent for routine operating expenses. On the other hand, they became a resource which facilitated temporary borrowings from local banks for acquisition of site lots.

## DANE–T–BITS

Councilman Harry W. Woodard, Jr., local sales manager for Dane-T-Bits Biscuit Company, a Massachusetts firm engaged in selling, throughout northern New England, cookies purchased from bakeries owned and operated by others, undertook to persuade his employers



*The former Dane-T-Bits bakery built alongside a Grand Trunk Railway siding in 1962 was in full operation by a division of General Electric Company in 1968.*

that Auburn was the place to build the cookie, or biscuit, factory which they were considering. Principal arbitrators Irving M. Rodman and Max Yorks finally concurred with Woodard. Application was filed with the Maine Industrial Building Authority in the name of the Auburn Growth Corporation for a conditional mortgage insurance agreement. Representatives of the Auburn Business Development Corporation joined city officials and a Dane-T-Bits Biscuit Company, Inc., official at Augusta to present the case before the members of the Authority. They were successful, and a conditional insurance agreement was obtained. Finances for a building were only the first hurdle. Dane-T-Bits also had to get a loan to buy machinery and to provide working capital. For these, they proposed to apply for a Small Business Administration loan to the New England Regional office of Small Business Administration, at Boston.

Another essential was to raise 15% of the cost of the projected building, the other 85% being obtained by a loan from Casco Bank & Trust Company, to be guaranteed by the Maine Industrial Building Authority. Obviously, a fund raising effort was required, and Auburn Business Development Corporation appointed a committee, headed by Postmaster Donald C. Gautier, which successfully obtained subscriptions to purchase an aggregate eighty thousand dollars ($80,000) in amount of five hundred dollar ($500), six per cent (6%) debentures to be issued by the Auburn Growth Corporation and secured by a second mortgage of the proposed cookie factory.

The project was plagued by discouragements, including the death of Max Yorks, one of the Dane-T-Bits principals. Nonetheless, all conditions were finally satisfactory, and construction began in 1962. A fine, modern bakery, with the latest of equipment started production on a two-shift operation in January, 1963. Initial payroll was for about 40 employees. The structure was situated on the westerly side of the Grand Trunk railroad tracks, directly north of a new road built from Washington Street, southbound, across to the Poland Road. This was the first stage of a planned cross artery, which would link the main road to Portland (Washington Street) with the Mechanic Falls Road. The route was called Rodman Road in honor of the President of Dane-T-Bits.

Circumstances eventually caused Dane-T-Bits to cease operation and vacate the building. The city had, meanwhile, taken over industrial development as a municipal function and the establishment of a division of the General Electric Company in this building was one of the several successive achievements that led through to Auburn's recognition as an "All America City."

*Contributed by Willis A. Trafton Jr., Clerk,*
*Auburn Business Development Corporation*

# THE GALLERY OF AUBURN CITY MANAGERS

FIRST CITY MANAGER

HARRISON GRAY OTIS, 1st individual to hold office of City Manager in State of Maine, served Auburn from Jan. 25, to Dec. 30, 1918; *born Seattle, Wash., April* 2, 1885; *m. Gretchen Alice Jones, their daughters, Mrs. Walter Smith, San Antonio, Tex., and Mrs. J. D. Winters, Glen Burnie, Md.; graduate Olivet College, Michigan, held Master's degree in Municipal Administration from University of Michigan; served as City Manager of Beaufort, S.C., before coming to Auburn; afterward at Clarksburg, W. Va., Rocky Mount, N.C., and Beloit, Wis.; later joined staff of New York Life Ins., Co.; life member International City Managers Assn. . . its secretary* 1917-21; *with War Camp Community Service at close of World War I; member Society of Mayflower Decendents, Pilgrim Assn., of Mass., and Sons American Revolution; died at Biloxi, Miss., Jan* 5, 1962.

SECOND CITY MANAGER

EDWARD ADAM BECK, served Auburn February 17, 1919 to July 19, 1920; *born Peru, Ind., Jan.* 19, 1885; *graduate, Purdue University with Bachelor Science and Civil Engineer degrees; member American Society of Civil Engineers; Manager of Boroughs of Edgeworth and Sevickly, Pa.,* 1914-17, *being first in positions of that kind in Pa.; City Manager, Goldsboro, N.C.,* 1917-18; *Capt., U.S. Army Engineer Corps,* 1918-19; *City Manager Lynchburg, Va., Sept.* 1, 1920 *to time of death, Oct.* 18, 1925; *wife, nee Hazel Maude Locke, died April* 1, 1966, *surviving son, Edward A. Beck Jr., County Manager, County of Henrico, Va.*

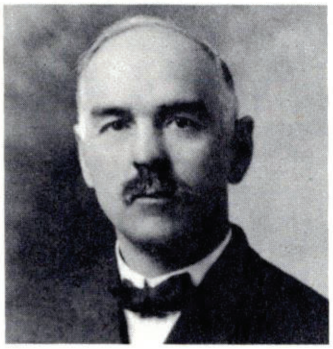
THIRD CITY MANAGER

HORACE J. COOK, *born Burnham, Me., Feb.* 23, 1887, *graduate Civil Engineer, University of Maine,* 1910, *m. Elizabeth Proctor, Norridgewock, June* 1, 1915; *employed Waterville Water District* 1914-1918; *Captain of Engineers, U.S. Army Sept.* 1918 *to May* 1919; *Supt. of Streets, Auburn, May* 3, 1919 *to Aug.* 4, 1920; *City Manager, Auburn, Aug.* 5, 1920 *to June* 12, 1922; *Supt. Auburn Water and Sewerage Districts, June* 13, 1922 *to date of death, Oct.* 18, 1943.

FOURTH MANAGER

LEWIS W. HASKELL JR., *b Auburn, Nov.* 28, 1879; *grad. Edward Little High School,* 1899, (*Sec., E.L.H.S. Alumni Assn.,* 1900-1967); *member L. W. Haskell Co., plumbing and hardware,* 1900-1934; *m. Ethel M. Spearin, June* 8, 1905 (*d. April* 16, 1945); *member Auburn Water Commission and trustee Auburn Water and Sererage Dists.,* 1918-1924; City Manager, 1922-1924; *Auburn Post Master,* 1935-1949; *Pres. Bd. of Managers, Auburn Home for Aged Women,* 1950-1964. *Daughter, Mrs. Elmer* (*Ruth*) *Clark, Portland; sons, Lewis W. Haskell III, Auburn, James Haskell, New Bedford, Mass.*

FIFTH MANAGER



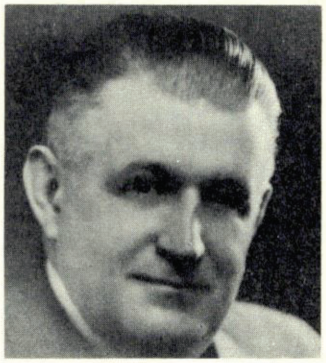
JOHN S. P. H. WILSON, *born in Turner, Aug.* 9, 1860, *and obtained his education in schools there, unmarried, taught school when a young man then became a grain dealer in Auburn; Mayor of Auburn* 1900-1901; *Rep. to State Legislature,* 1911; *U.S. Marshal at Portland,* 1914-18; City Manager, Auburn, Jan. 7, 1924 to December 30, 1925; *d. Auburn, April* 15, 1937.

### SIXTH MANAGER

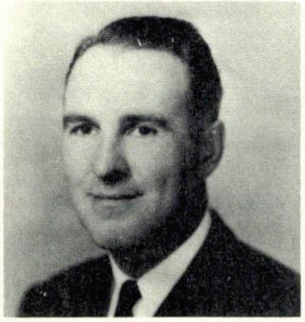
FREDERICK W. FORD JR., *b. Somerville, Mass., Feb.* 13, 1892, *graduate Tufts College, BS degree civil engineering* 1914, *later studied at Sheldon School of Business; m., Ellen J. Horsford (d. July* 15, 1939) (2) *Winifred Ralston; entered government work at Medford, Mass.; served as* 1st *Lt., U.S. Army Engineers in France during World War I; Supt., Public Works, Methuen, Mass.,* 1922 *to* 1926; City Manager, Auburn, (also Supt. of Streets) Jan. 1, 1922 to Dec. 16, 1938; *tax engineer, Maine State Taxation Division* 1939; *New England manager, Public Administration Service of Chicago,* 1940-43; *staff member Federal Public Housing Administration in Boston,* 1943-48; *Director, Atomic Energy Commission, Division of Community Affairs at Oak Ridge, Tenn.,* 1948-*until retired in* 1961 *when he received A.E.C. Superior Performance Award;* 1962-63, *headed job evaluation program for British Govt., of Trinidad and Tobago; died at Oak Ridge, Sept.* 12, 1964, *buried Auburn. Daughters, Mrs. Marjorie M. Hauenstein, Kettering, Ohio, Mrs. Nancy E. Helms, Towson, Md.*

### SEVENTH MANAGER

DAVID WALTON, *born Auburn, November* 7, 1890, *educated Auburn Schools, member Walton Baking Co., Sheriff Androscoggin County,* 1927 *to* 1934; *Chairman State Liquor Commission,* 1935 *to* 1937; City Manager, Auburn, Jan. 2, 1938 to July 15, 1941; *Chairman, Maine Unemployment Compensation Commission July* 16, 1941 *to date of death Dec.* 8, 1942.



### EIGHTH MANAGER



RADCLIFFE G. MITCHELL, *b, Lewiston, Nov.* 3, 1903, *grad. Lewiston High School* 1922, *p.g.* 1923, *Bentley School of Accounting and Finance* 1925, *m Shirley H. Haskell June* 9, 1931; *public accountant;* City Manager, Auburn, July 31, 1941 *to December* 9, 1943; *Secretary Bd of Directors, Lewiston-Auburn YMCA, Trustee, Mechanics Savings Bank, Auburn, member Sons of Revolution; children, Maj. Radcliffe G. Jr., Major, USA, Miss Dawn Ellen Mitchell, tax accountant, Touche, Ross, Bailey* & *Smart, Boston.*

### NINTH CITY MANAGER

IRA B. SAFFORD, *b. East Arlington, Vt., Jan.* 11, 1885; *grad. engineer University of Vermont,* 1908; *m. Alice Sprague Jan.* 1, 1914, (*d. Dec.* 24, 1948); *teacher Burlington High School* 1908-12; *construction engineer, Warren Bros. Road Company,* 1912 *to* 1917; 1*st Lieut., Engineer Corps, USA,* 1917-18; *Supt. of Streets, Auburn,* 1919-1926; *lumber dealer,* 1926-44; Auburn City Manager, Jan. 3, 1944 to Oct. 12, 1945; *died Dec.* 24, 1948.

### TENTH CITY MANAGER

BERNAL B. ALLEN, *b. Huntsville, Ky., May* 31; *attended Drakesboro County Schools, also Capitol Radio Engineers Institute and Radio Material School, Washington, D.C.; served in U.S. Navy,* 1920 *to* 1926; *m. Grace Jane Hunt, Bangor, children, Albertie Mae Stetson, Bernal Bryan Jr., and Margaret Elizabeth; Town Manager of New Portland, Norridgewock and Mercer, Maine,* 1938 *to* 1944; *Skowhegan,* 1944 *and* 1945; City Manager Auburn, Oct. 3, 1945 to Oct. 7, 1957; *City Manager, South Portland,* 1957 *to –; Past President of Maine Municipal, City Managers and Maine Good Roads Association; member State Board of Education* (*chairman* 1962-63) 1956 *to date.*

### ELEVENTH CITY MANAGER

WOODBURY E. BRACKETT, *b., Bath, Me., Aug.* 18, 1905; *civil engineer courses, Columbia U., and Cooper Union,* 1925; *m. Barbara Emery, Bar Harbor,* 1927; *engineer, Virginia Hot Springs Co.,* 1928-31; *Town Manager, Washburn, Me.,* 1931-34; *Oakland,* 1935-38; *Middlebury, Vt.,* 1938-39; *Houlton, Me.,* 1939-47; *Montpelier, Vt.,* 1947-48; *City Manager, Dover, N.H.,* 1948-50; *Concord,* 1950-58; Auburn, Me., Dec. 16, 1957 to date; *President, International City Managers Assn.,* 1960-61; *Director New England Council* 1957 *to* 1968; *Fellow American Society of Civil Engineers; past president of Maine, New Hampshire and Vermont Municipal Associations; daughter, Berry Brackett, U. of M.*

# Chapter 10

## THE DISTRICTS

### PUBLIC WATER SUPPLY

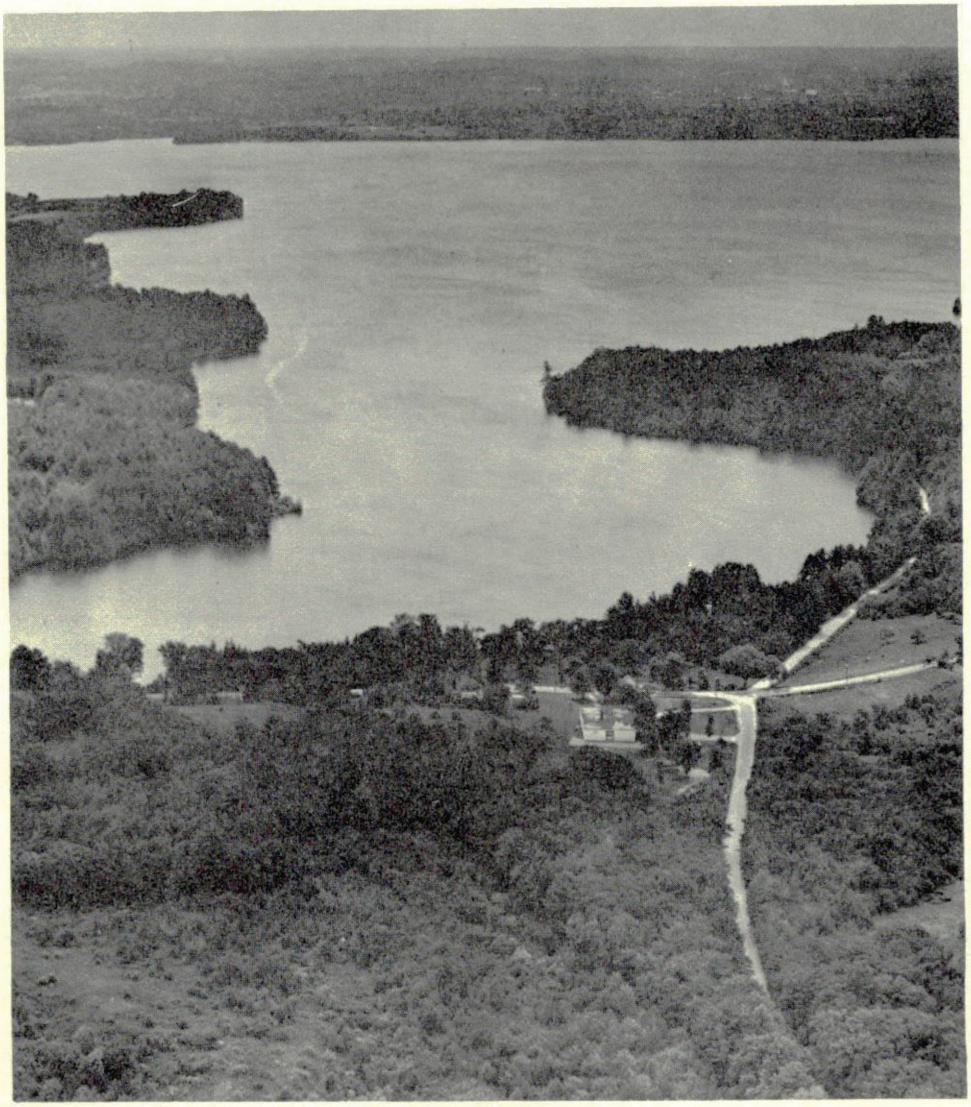
THE first public water supply system in Auburn was instigated when three private citizens, Frank Jordan, Edward A. Little, and Joel Vickery, installed a log pipe line, in 1868, from a spring off Main Street, near the location of the present Central School, to their houses on Laurel Street. The eagerness with which their neighbors wished to connect to this line led the owners to form the Auburn Aqueduct Company, in 1869.

An act of legislature, in 1871, authorized this company to draw water from springs on Goff Hill. Pipe lines of bored logs were then laid to lower sections of the city.

In 1874, authority was granted by the legislature to take water from springs on the City Farm, now Central Maine Vocational Technical Institute, near the place where the present pumping station stands. A ten inch cast iron main was laid from these springs to the city at that time, and was still in use in 1968. The next year, the legislature authorized the company to take water from Wilson Pond, now known as Lake Auburn.

In 1878, the company entered into a contract with the City of Auburn for fire protection. The contract had these provisions: 1. "Said city shall pay the Auburn Aqueduct Company a sum of money equal to the expense of purchasing and putting in certain hydrants together with a sum of money equal to the difference in the expense of purchasing and laying a four inch pipe and such a pipe as said city may require. 2. Payment annually by said city to said Aqueduct Company of a sum of money equal to the taxes assessed by said city upon capital stock of said Aqueduct Company. 3. Said city shall pay to said Aqueduct Company the sum of two thousand dollars and pay all expense of changing or keeping said hydrants in good and reasonable repair in the future, and the Aqueduct Company further agrees in consideration of the above to furnish the city with water for one public watering trough."

In 1879, the first line (12 inches in diameter) was laid from the lake. This main was placed without engineering aid; and the grade was such that after completion and opening the gate at the lake, it was three weeks before water appeared down-town. The removal of air pockets from this line was always one of the major problems of the officials. A time book of that era indicates that the rate for the laborer was 10¢ an hour, whereas that for the foreman was 17½¢ per hour.



*Lake Auburn, source of the water supply for the cities of Auburn and Lewiston. This aerial view taken above "The Basin" at North Auburn and looking southeasterly.*

*Courtesy Auburn Water District*

## Difficulty Develops

Furnishing good service was not a virtue of the Aqueduct Company as can be illustrated by the attitude taken during the winter in the late 1880's. The line on Main Street froze, depriving all of the customers on this line of water. Upon their complaint to the company, they were told that they lived near the river, and that they could get their water from there for the rest of the winter; which they did.

In 1881, a steel stand-pipe, with a storage capacity of 500,000 gallons, was built on Beacon Avenue, near Lake Street; and the high service was put into operation. This stand-pipe was removed in 1908.

There had been growing dissatisfactiion with the Aqueduct Company for several years which was brought to a climax with the "soap house" fire, around 1890. Because of the location of the check valve, which prevented the high pressure from going back into the lake, the only available hydrant was one on the low pressure system. The crowd stood around watching the firemen try to fight the fire with a stream of water which would barely run from the nozzle. This particular fire and much agitation from the citizens of Auburn, caused the city officials to introduce and get passed a bill in legislature giving the City of Auburn the right to take water from Lake Auburn. Before this could be done, the City had to have a revaluation fixed upon the property of the Auburn Aqueduct Company, and upon the valuation being fixed, offer to pay the Aqueduct Company the valuation which the Aqueduct Company could accept or reject. If they rejected it, then the City was at liberty to exercise its franchise granted under the act of 1891. The Commission named a figure of $250,000 as the proper price to pay for the plant. By 1893, the transfer had been made.

## Commission Takes Over

To finance this purchase, and to make needed improvements to the system, the bonded debt of the City would exceed its legal limit. Therefore an act was passed to incorporate the Water Commission of the City of Auburn in the belief that the act would relieve the City of the entire obligation.

In the 1900's, a 24 inch main was laid into Lake Auburn and extended 3,000 feet to a well house on the then City Farm. Valves and screens were located there. From the well house, a 20 inch main was laid to the city. This line provided the gravity flow to lower parts of town. The 12 inch suction, or pump, line was connected to this main. In 1907, a 6½ million gallon concrete reservoir was built off Court Street on Merrill Hill and still served the city in 1968. This is at elevation 444 feet above sea level and 187 feet above lake elevation.

In 1921, plans were drawn up for a different layout for the high service.

A new pumping station was to be built at the lake, a new 16 inch main laid from there to the reservoir, and East Auburn supplied with water.

To finance this work, $100,000.00 in bonds were sold. It was then decided by the lawyers to whom the certification of these bonds was referred, that these and all previous bonds were the direct responsibility of the city.

## Water District Is Formed

To relieve the City of Auburn of the indebtedness incurred during the existence of the Auburn Water Commission, the formation of the Auburn Water District was proposed. Judge Harry Manser drew up a charter which was presented to the legislature in 1923. This act was passed and accepted by the citizens of Auburn in September of that year. By that act, the District assumed the responsibility of paying the interest and principal of all water works bonds outstanding.

In 1925, a second concrete reservoir was built beside and connected to the 6½ million gallon reservoir built in 1907. Having a 1 million gallon capacity, it served as an auxiliary reservoir so that the larger one could be cleaned and repaired.

In 1927, the Auburn Water District purchased from the Union Water Power Company all its rights at Lake Auburn, the Basin, and along Bobbin Mill Brook to the Androscoggin River. This gave the District absolute control over the outlet of the lake, and in 1946 the old wooden dam and gate house at East Auburn was replaced with a new concrete dam.

## New Auburn Standpipe

In order to reinforce the New Auburn section, a 300,000 gallon steel standpipe had been erected on Ipswich Street, in 1941. Thirty feet in diameter and 55 feet high, it was somewhat lower than the reservoirs on Goff Hill, making it necessary to install an altitude valve to keep the standpipe from overflowing. The altitude valve worked satisfactorily until the new 12 inch feeder line was extended into New Auburn, in 1961. This increased supply caused the altitude valve to remain closed, as no demand was made on the water supply in the tank. Consequently, there being no movement of water, ice became quite thick in the tank. To correct this situation, the standpipe was extended 25 feet in height and the altitude valve removed. This was done in 1961. The addition of 25 feet in elevation gave an increase in water pressure in the New Auburn area, also an increase in storage.

Started in 1951, at Court Street and Fairview Avenue, a 12 inch line was completed into New Auburn in 1961, entailing crossing the Canadian National and Maine Central railroad tracks and the Little Androscoggin River. This second high-pressure line greatly increased the water supply in that section of the city.

### Accelerated Program

In 1964, the District took advantage of the Housing and Home Finance Agency's Accelerated Public Works Program to secure a grant of $194,500. With the District's matching funds, a total sum of $389,000 was made available; and 23 projects were carried to completion, all under three contracts awarded by bid. These projects, along with the District's own program, resulted in laying over 9½ miles of water mains. This was by far the most pipe installed in any one year in the District's history.

One of the projects under the H. H. F. A. was the building of a concrete dam at North Auburn. Located at the outlet of "The Basin" and the inlet of Lake Auburn, this replaced a wooden dam which went out in 1953.

### Underground Reservoir

In 1965, a post-tensioned, underground, concrete reservoir, approximately 100 feet square, with a center wall which allowed for a two compartment reservoir, was constructed off the Hardscrabble Road. Each compartment had a row of columns and beams down the middle for support of the concrete roof, and a capacity of 500,000 gallons.

The water system as of 1968 was divided into three sections; the high and low services, and an intermediate service supplying the Riverton section through a reducing valve. About two-thirds of the water used was on the high and intermediate services, all of this being pumped.

There were two pumping stations; the main station at the lake, and the original station, on Court Street, which was used strictly as a standby.

The low pressure system supplied the lower sections of the city and was fed by gravity from the lake, mostly through the 20 inch main laid in 1901. The high and low pressure systems could be connected at several places throughout the system by opening gates. There were also three connections with the City of Lewiston's system which could be used by either city in case of emergency.

Auburn's daily consumption of water was 2½ million gallons, with a high of 5½ million gallons in the summer.

In case of a bad fire on the low pressure system, a hydraulic lift gate, located at the Court Street pumping station could be opened, thereby putting the entire low pressure system on high pressure. A check valve above the city towards the lake prevented the water from going back into the source.

### Metered Rates

In 1959, the District applied to the Public Utilities Commission for a rate increase. It was granted as of October 1, 1960. This was the first rate change since 1896, at which time the rates were lowered. Present rates are approximately the same as those previous to 1896.

One of the requests of the Public Utilities Commission in granting the rate increase was that the entire city be metered as soon as possible. Accordingly, a meter room was finished off below the offices. Necessary metering equipment was purchased and actual installation began around April 1, 1961. By the end of the year, 2,041 meters had been installed. By the end of 1963, approximately all services except summer ones and those of municipal buildings were metered; and by the end of 1964, all except summer services.

As the Auburn Water Commission had operated the system for thirty years, the Auburn water supply system had been under municipal ownership for 75 years in 1968.

The total lake frontage is 13.6 miles, of which the Auburn Water District owns 70%: Central Maine Vocational Technical Institute, 2%, and private ownership 28%. Of this 28%, 5% does not border the lake shore due to an intervening highway. The land purchased by the District has been cleared and set out to pine and spruce. Hardwood leaves blowing into the lake, decay and impart color, taste, and odor. The needles from the soft woods form a carpet and cover which acts as a sponge, preventing erosion and giving a more regulated flow of surface water into the lake.

In spite of some extremely dry seasons, Lake Auburn has seldom lowered more than three feet below the legal elevation at which it may be kept.

Auburn and Lewiston are indeed fortunate in having such a bountiful supply of water, unsurpassed in quality by any lake supply in the United States.

The Board of Water Commissioners was duly organized July 31, 1893. The first commissioners were, W. W. Bolster, A. L. Goss, E. S. Paul, H. G. Goss, R. M. Mason, A. M. Pulsifer, S. K. Ballard.

The last commissioners were also the first Trustees of the Auburn Water District. They were: Lewis W. Haskell, Jr., Robert Haskell, George W. Lane, Jr., Alonzo Q. Miller, Horatio G. Foss, Andrew F. Warren, Mayor Charles S. Cummings.

Forrest E. Bisbee was Superintendent of the Auburn Water Commissioners from 1894 until the Auburn Water District was formed in 1923. Horace J. Cook was first Superintendent of the District, serving from 1923 until his death in 1943. Lyndall K. Parker served as Assistant Superintendent from 1932 until 1943, and as Superintendent from 1943 until his retirement in 1966. Earle A. Tarr, Jr., served as Assistant Superintendent from 1958 until 1966, and as Superintendent from 1966.

Those serving as Clerk of the system were as follows: Auburn Aqueduct Company, N. I. Jordan; Auburn Water Commission, Jerome B. Hunton, 1893-1898; A. W. P. Cobb, 1898-1923; Auburn Water District, A. W. P. Cobb, 1923-1931; Kenneth E. Packard, 1931-1940; John M. Littlefield, 1940-1958; Frank O. Stephens, 1958-1964; Evelyn L. Wincapaw, 1964-1967. The latter served as assistant clerk from 1931 until 1964 and as Clerk from 1964 to May 31, 1967, when Clark H. Dunlap took over the office.

Lester L. Rand operated the pumping station for the Auburn Water Commissioners and the Auburn Water District for over fifty years; and John Lawlor was with the Commission and the Auburn Water District for over fifty years, most of the time as assistant Superintendent.

The Board of Trustees in 1968 was Bertrand L. Pontbriand, President; John Abromson, Treasurer; C. William McFadden, Robert St. Hilaire, Jr., Harry W. Woodard, Jr., Theodore Collins, Mayor Clyde E. Goudey, (Ex-officio).

## THE SEWERAGE DISTRICT

In the early days, the sewerage and drainage system of the City of Auburn was administered as a department under the municipal officers, the Mayor, and the Aldermen. The person directly responsible was the Street Commissioner.

This set-up of the sewer system continued until 1917, when the Auburn Sewerage District was formed by Act of Legislature. The District assumed the sewer loan of the City of Auburn, an amount of $24,000, and the City of Auburn transferred to the District the care of the entire sewer system, including all pipe, conduits, fixtures, and rights of way, excepting the street catch basins and their connections with the sewer mains. As of 1968 the territorial boundaries of the Sewerage District were the same as those of the City of Auburn, a fact which was not true when the District was formed.

The affairs of the District were managed by six trustees; until 1923, the Auburn Water Commissioners served as such. Since then, the Sewerage Board Trustees had been separate from those of the Water District. One trustee is elected annually by the City Council to serve for a term of six years. The Mayor serves as trustee ex-officio. Annually, after the appointment by the City Council of one member, the trustees organized by electing one of their number as president, one as clerk, one as treasurer, and any other proper officials as they might designate.

New sewer construction was financed by a construction assessment against owners of lots benefited and abutting on streets or ways in which said sewers are laid. This was based on a frontage-area figure. When necessary to construct treatment plants, an additional sum was charged for each structure entering the plant. Normal operating expense was covered by a yearly special sewer tax on the valuation of all property receiving service from the sewer system.

For the most part, the District still had a combined system, whereby storm water and sanitary sewage was carried in the same pipes. This necessitated large pipes in many instances when entire breaks have to be enclosed. It also created a sewage treatment problem.

Until the 1930's, practically all construction work was done by hand. Large crews were hired in the summer to dig ditches and lay pipe; but in the winter, the crew often consisted of only two men. As the system was entirely gravity flow, having one pumping station, some of the mains were necessarily very deep. A dept of 18 feet was common, and one line was 50 feet deep. This had been relayed to 18 and 30 feet.

A few of the mains were quite old. Most of these lines were made from rosenthal cement by a man named Field, living on Field Avenue, in Auburn; hence the term "field tile". The original line on Hampshire Street, a 20" field tile twenty feet deep, was so overloaded during heavy rains that frequent breaks occured in the early thirties. Repairing the breaks at that time was a major operation, as it was all hand work. Sheathing had to be driven, and the dirt thrown up on three successive platforms to get the bottom dirt to the surface. This line had since been relayed with reinforced concrete pipe, which is generally used where lines are deep, whereas vitrified clay pipe (tile) and asbestos cement are used at normal depths.

There were approximately 3,502 services in the system.

| | |
|---|---|
| Total assets of the system in 1917 | $24,000.00 |
| Total assets of the system in 1950 | $395,266.72 |
| Total assets of the system in 1966 | $1,132,647.77 |

In 1963, the District took advantage of the Housing and Home Finance Agency's Accelerated Public Works Program to secure a grant of $86,500. With the District's matching funds, a total sum of $173,000 was made available; and eight projects were carried to completion, all under contracts awarded by bid. Total footage of this project, known as A. P. W.-Me.-6G, was 4,359 feet; and pipe sizes ran from 8" to 72" in diameter.

In 1947, the Parsons Mill Septic Tank was constructed. This served some of the Minot Avenue, the Pride Road, Fairview Avenue, Allen Avenue, and Dawes Avenue area.

In 1948, a septic tank was built in East Auburn, serving that area.

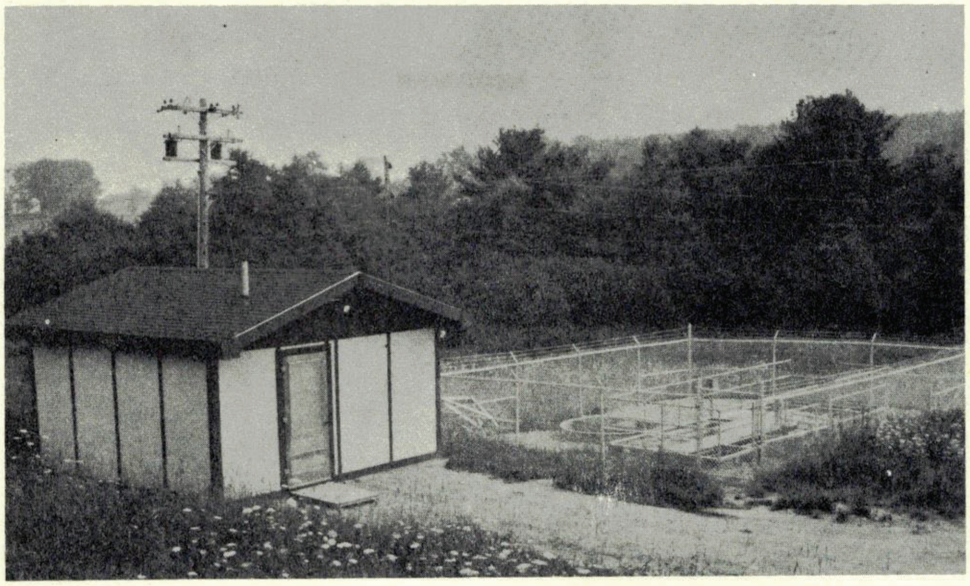
In 1954, the District took over the septic tank on the Garfield Road. This served 24 houses off the Garfield Road (Sterling Road and Heath Lane).

In 1959, the Sunset Avenue septic tank was built. This served the area around Sunset Avenue, Lake Street, Birch Road, Nottingham Road.

In 1966, a treatment plant was constructed for the Vocational School off Turner Street. State and Federal Grants were available under current pollution abatement programs, so cost to the District was 40% of the total expense.

In 1965, after nearly 40 years without a rate increase, the District found it necessary to increase the sewer tax. This added income of approximately $38,000 enabled the District to redeem notes and bonds and to meet the higher cost of construction.

Trustees of the Auburn Sewerage District were making plans to provide



*Sewage treatment plant at the Central Maine Vocational Institute.*

sewage treatment for the entire city to comply with Federal directives to clean up the rivers.

The trustees of the Sewerage District in 1968 were Wilfred Raymond, President; Philip Watson, Treasurer; Thomas Webster, Lawrence Burgess, Clarence Cole, William Lever, and Mayor Clyde E. Goudey, ex-officio.

Harry W. Rowe was elected first Superintendent of the District. He served until 1920. Horace J. Cook was elected Superintendent of the Auburn Sewerage District in 1920. Since 1923 the Superintendents, Assistant Superintendents, and Clerks had been the same for both the Water and Sewerage Districts.

*Contributed by Lyndall K. Parker,*
*Former Superintendent of Auburn Water and Sewerage Districts*

## AUBURN PARKING DISTRICT

Because of crowded streets, congested intersections, and lack of sufficient loading and unloading facilities in passenger and freight areas in the City of Auburn, there arose a condition which threatened the safety and prosperity of its citizens and those in surrounding towns. Parking conditions were steadily becoming more intolerable; therefore, it seemed right and proper that changes be made in an attempt to overcome this increasingly hazardous situation.

In the September, 1955, municipal election, the voting citizens of Auburn adopted, by referendum, a Legislative Act creating The Auburn Parking District. It was the second such district of its kind in the State of Maine, the first one being in Augusta.

Immediately after the voted approval of a Parking District, the city council, authorized by law, appointed a group of five citizens to serve for a period of one to five years. Each councilman appointed one man: Philip Lovelett, Ward 1, for one year; George A. Sjostrom, Ward 4, for two years; Lionel Bolduc, Ward 5, for three years; John Platz, Ward 2, for four years; and Philip Watson, Ward 3, for five years.

The organizational meeting of this group was held December 5, 1955, at which time Philip Watson was elected Chairman and Philip Lovelett, Secretary-Treasurer.

In 1968, the District members were W. B. Skelton II, Richard Dwelley, Henry Churchill, George Sjostrom, and Lionel Bolduc.

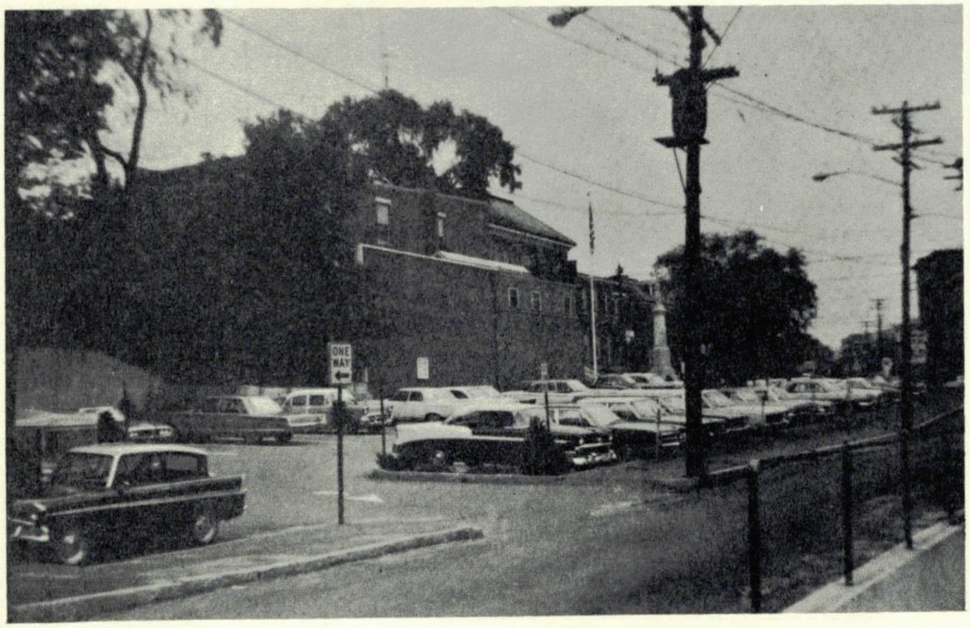
By legislative control, the Parking District had many limitations. Their total borrowings could not exceed $200,000 at any one time. A special low rate of interest was available to them because of the tax free position of the lender. This money could be borrowed by way of negotiable note or bonds. The State and the City of Auburn alike were in no way held responsible or liable for any such obligations. The District was not subject to real estate taxes. Property needed for its purposes could be acquired by lease or purchase, and the legislation gave them powers of condemnation.

A further part of the law declared that when this District should be out of debt, all notes or bonds having been paid off, they should be considered out of business, in which case all properties titled to them be turned back to and become the property of the City of Auburn.

In January, 1956, a meeting with the City Council was held, at which time all street meters, parts, and other maintainance material was turned over to the District along with authority for control and regulation over all parking in the city.

From this beginning, properties for parking space were acquired. The first piece of land obtained by the District presented a problem as it involved adjoining property and two owners, one of whom did not want to sell. Also, there was an occupied building on that site. The solution was that the District assisted the tenant in relocating favorably and then leased The Franklin Company parcel at the corner of Franklin and North Main Streets. The adjoining property to the south was purchased, both buildings razed, and excellent off-street parking was provided in a very congested, but convenient, area. Forty-seven metered stalls were created and answered an obvious parking demand.

At that time, banking arrangements were made with The First Auburn Trust Company.



*Offstreet parking lot at Court Street and Mechanics Row, where Auburn Theatre used to be.*

Next, the Maine Hotel property on Main Street was taken over, and a Franklin Company river bank location at the corner of North Main and Cushing Streets was leased. Some space in this area was set aside for parking on a monthly basis.

Later, a property to be known as the Union Street Lot was leased from the Auburn Sewerage District for $1.00 and other valuable considerations. This lot proved at once to be very active, and a full-time attendant was necessary. A small building was erected at the entrance of the space for the comfort and convenience of the attendant.

There was still a demand for parking in the factory area, and the former location of the City Armory was obtained at the corner of Hampshire and Troy Streets, after the Armory burned, in 1956. This also was on a $1.00 per year lease basis to the city.

Two areas were leased from the Maine Central Railroad, one on Troy Street Hill, the other on Troy Street between Hampshire and School Streets. Both lots were put to immediate use, the area between Hampshire and School Streets being sub-leased to the Charles Cushman Shoe Company.

The last property to be acquired was that of the Auburn Theatre Building. This brick structure was torn down in 1961, and, at the completion of land improvement, was divided into metered spaces as well as monthly rental spaces.

All this created off-street parking on either a metered or monthly basis for four hundred and fourteen cars, which facilities had not existed prior to the forming of the District.

The police department was of great assistance in policing activity during the changeover from city to district responsibility.

The first employee by the district for the purpose of meter and other parking enforcement was Mrs. Ruth Williams. Her successor was George Parker, who had passed police examinations and was well-equipped to handle such responsibilities. He began his duties in 1958 and continued to January 26, 1966, the time of his very sudden and untimely death.

The district officer in 1968 was George Deletetsky who had also had a great deal of police experience as an officer on the Auburn Police Department.

When the district was first organized, the office work was handled on a part-time basis by the treasurer with the assistance of the officer at the police station. It soon became necessary to employ a full-time man and open a downtown office, at 74 Main Street. Bernard Everett, an experienced, retired bookkeeper and office manager, took over until his death in May, 1964. The district was fortunate to obtain the services of George A. Arnold, a former Auburn City Auditor, to replace Mr. Everett. Mr. Arnold was still clerk for the district and at this office half-days, Monday through Friday, in 1968.

Wherein the Parking Authority is allowed to have $200,000 outstanding at any one time, its maximum debt has never exceeded $98,875. It has been reported on many occasions that the authority has "operated in the red." Their total outstanding obligation of May 1, 1967, was $52,000. Actually, the district has made some principal reduction in its obligations each year since its organization.

The Auburn Parking Authority accomplished the purpose it set out to fulfill. It provided well-managed, well-policed, economical parking for the public at no excessive cost (metered and rental income only) to the citizens of the city and neighboring communities. It seemed quite certain that when Urban Renewal should come to pass with the free parking facilities that it would probably provide, there would be a severe impact on the economy of the District, because of the potential loss of district parking at the corner of North Main and Franklin Streets, as well as the so-called "River Bank." The important point was that parking was offered and well controlled under this district. It had done an out-standing service, made possible by generous, cooperative, public-spirited citizens over a period of more than twelve years.

*Contributed by Philip Watson,*
*former Chairman Auburn Parking District*

# Chapter 11

## THE DEPARTMENTS

### HIGHWAY UPKEEP, THEN AND NOW

THE accomplishment of no municipal department is more indicative of a city's growth than its Department of Streets and Highways, as witness these comparisons:

The total equipment of the Auburn Street Department in 1869 was listed in the city's first annual report as follows:

> 4 good oxen, 2 carts, 2 patent scrapers, 1 iron scraper, 3 chains, 4 tie chains, 2 crow bars, 3 drills, 1 stone hammer, 5 picks, 3 shovels, 1 stone sled, 2 yokes, 1 lantern, 1 oil can, 1 comb brush, 1 card.

In 1969, Auburn's century year as a city, the Street Department equipment consisted of the following:

> 28 motor trucks, 1 sedan, 5 tractors, 3 graders, 3 broom sweepers, (mobile motorized), 2 power shovels, 2 front-end loaders, 2 rollers, 1 backhoe, 1 bush chipper, 1 portable welder, 1 air compressor, 3 power saws, 1 steam cleaner, 17 road plows, 3 sidewalk plows, 1 big Linn tractor, 2 snow blowers, 1 snow loader, 2 automatic salt body spreaders, numerous general garage equipment.

Between those brackets is one hundred years of continual upgrowth in mechanical development, scientific knowledge, and means and methods to meet the demands of increasing population, motorized travel, and a more intricate manner of life.

A garage crew of five men was employed just to maintain the equipment of Auburn's modern street department. To carry out its other functions, it employed a crew of 25 laborers, 16 truck drivers, 12 machine operators, 3 tree men, 2 foremen, a clerk, and a Superintendent of Streets, all on a full-time basis.

It is not certain if there were any regular full-time employees of the Street Department in 1869 other than the Street Commissioner and possibly two men to care for the oxen. At that time, the work was accomplished mainly under direction of individuals designated as "surveyors of highways" in the separate districts of their residence, with workers employed on a part-time basis. This system was found to be costly, but it was years before it was entirely discontinued.

Also, the street department was trending toward the use of horses instead of oxen for motive power. In that first city year, Street Commissioner O. B. Bailey borrowed a team of horses from the city farm and, with a part-time crew, undertook more work within central parts of the city. Use of horses speeded the work, and by 1874 the street department oxen had been replaced by them. It was 50 years more, however, before motorized equipment had replaced all of the horses.

Cobb-Watson Co.

*Auburn snow-loader crew cleaning up the remains of the February* 19, 1952 *blizzard. Insert picture, lower right, shows how deep the drifts were after that late winter snowfall.*

When motor travel became general, plowing of snow from the highways presented a great problem. The use of horse-drawn sleds required that a surface of snow be left on the roadways; therefore, a way was made through higher drifts, or else the snowfall was rolled down. Modern motor traffic requires that all roadways be cleared to their bare surface. Hard-surfaced roads must be sanded in winter and kept tarred in summer.

In 1968 the street department was responsible for the upkeep of 300 miles of streets and roads, 200 miles of it hard-surfaced; and some 150 miles of sidewalks. (The beginning city had less than 50 miles of streets and roads and hardly a mile of sidewalks.) It maintained all catch basins, culverts, bridges, snow fences, and city trees. It also carried out a city-wide garbage and waste collection service to include the maintenance of a land-fill dump for its disposal, services undreamed of by the early street department. Twice yearly the city holds a "Clean-up Week"; and the street department hauls away all the waste, broken articles, and outworn bric-a-brac that people wish to be removed from their premises.

The total expense of the Auburn Street Department in 1869 was $11,972.90, and its appropriation was overdrawn by $2,559.62. The Street Department appropriation for 1968 was $430,000.00 and it was required to stay within that budget.

There has been a vast change in Auburn since Commissioner O. D. Bailey reported in 1869: "I did not improve the streets in the village as much as I should have liked to, as the city owned no gravel, and all that was used had to be purchased by load, which is very expensive, but the city has purchased a gravel bank, and I would recommend that the repairs in the village hereafter be made with gravel, instead of sand, clay and planks."

*Complied by George A. Mackay,*
*Clerk, Street Department*

## POLICE DEPARTMENT, THEN AND NOW

When Auburn was a town, constables were largely relied upon to maintain law and order, and one or two of them were especially named to post official notices and serve legal papers. The name of Joseph Littlefield appears in the town records as the last one to so serve before Auburn became a city.

After Auburn's incorporation, in 1869, it was decided that the new city should have a Night Police Force. Accordingly, Joseph Hall was appointed at a salary of $2 a night; soon afterwards, Charles F. Davis joined "the force", as Special Police and Night Watchman. In 1872, the officers were William Washburn as day policeman, and Llewellyn Maxwell and Aretas Penney as night police.

On March 18, 1870, the following expenses were listed for the annual report for Mayor Seth Miller for police and watch service: Stephen Hayes, $2.00; J. C. Addition, $6.00; Charles Davis, $493.50; J. O. Hall, $521.25; Lewis Merrow, $2.00; J. Littlefield, $42.00; Calvin Skinner, $42.00; and Charles Mason (for two revolvers) $23.50; total police cost for the year $1,139.25.

One of the early requirements was a police station and lock-up, and this was built in the basement of Auburn Hall. In October of 1876, it was decided that the police needed a guard house near the covered bridge in the Barker Mill District, now known as New Auburn. The Mayor and Aldermen passed an order to build it, provided it did not cost more than $50.

In 1882, appeared the first report of police department activities over the name of Chief Llewellyn Maxwell; Thomas Vosmus, B. B. Foster and William Lunt were the other night officers. The Department was growing, with special policemen appointed for duty at Oak Hill Cemetery, and one Sunday policeman. In the next year, a day officer was added. In June, 1887, there were four day-policemen patrolling regular beats. That year, S. B. Leonard was Chief; but the following year Maxwell became chief again.

Necessary equipment, such as belts, billy clubs, and helmets, was procured; new revolvers and handcuffs were purchased for the night watchmen; and the old equipment was kept for use by the special police.

In 1894, Mrs. Maria Swett became the first Police Matron at a salary of $200 per annum. Five policemen were also appointed. Thomas Vosmus was the Chief.

The pay schedule in 1896 was $70 a month for the Chief, and $60 a month for the Patrolmen. There was a provision that there should not be more than six officers.

In 1902, the Mayor appointed special officers to be on duty during the August 26 visit of President Theodore Roosevelt.

## Traffic Speeds Up

The first mention of automobiles was in 1903, with the enactment of an order that the speed limit not exceed eight miles an hour. In 1916, a petition was presented to the Council which requested that an automobile be supplied for the Police Department.

In 1917, the city adopted the City-Manager Government; and, in 1918, the police pay was raised by $5.05 a week. It was recommended, at this time, that a motorcycle be purchased; and the Manager found that one could be bought for $400, and a man to operate it, at a salary of $1,600. A motorcycle was purchased in 1921.

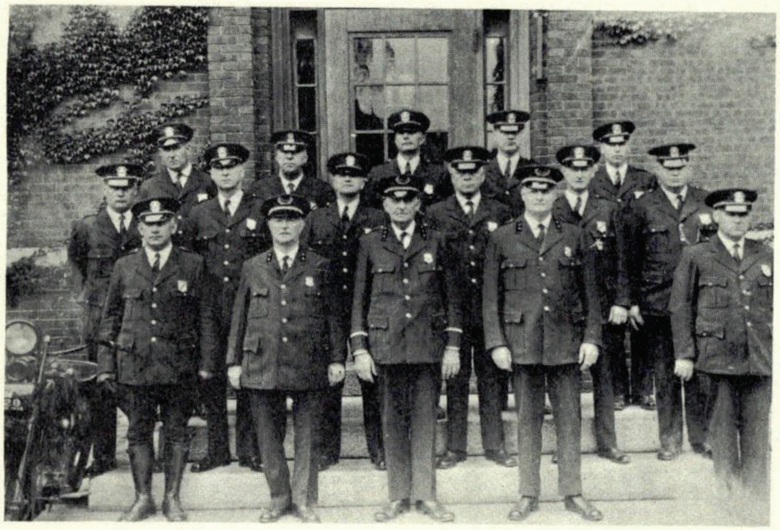
When the traffic signals were first installed at the intersection of Court and Main Streets, many motorists were somewhat disgruntled because they could not pass the red light, even when there was no flow of traffic.

About this time, the Department installed a police signal system, known as the Gamewell System. This enabled the men to call Headquarters from "a telephone in a box", and the system was still in use at the date of this publication.

In 1930, the Department, under Chief Harry Rowe, started keeping accurate police records. The reports were simple and to the point, as in this example:

> "A Hudson driven by John Beals of Minot was going out the Mechanic Falls Road and ran into a Buick driven by A. J. Greeley of Turner. Both cars had bent mudguards but damage did not amount to much."

These accident reports were made out on plain white paper, much more simplified than the complicated accident report that is used today. The Chief's monthly report to the City Manager was also brief.



*"Auburn Finest" in 1932 when the only mounted patrol on the force was Lieutenant Ludger Boisvert and his motorcycle (see at left end, front row). Others in first row, left to right, Capt. Samuel Ratcliffe, Chief Harry W. Rowe, Capt. Joseph Shannon, and Patrolman Henry Parker. Second row: Officers Frank Davidson, John Staples, Robert Herrick, Fred Legendre, Aubrey Patterson, Joseph Brown. Third row: Edward McCarthy, Newall McIntosh, David Berry, George Moores and Lawrence Towle.*

In 1932, the Department received its first pin ball machine complaint. An extensive investigation was conducted to determine whether this machine should be considered a gambling device. It was found that it was within the law.

The records from the '30's provide interesting glimpses of the violations during that era. Intoxication topped the lists of arrests in 1932, and illegal possession of stills was prevalent. When a new scout car was added, liquor arrests increased by about 90%. The number of vagrants and transient workers in the area, due to the work on the "Quoddy" Project in Eastport, provided additional court action.

During the disastrous New Auburn fire in May, 1933, the officers worked around the clock keeping law and order.

In 1936, a boat and trailer was purchased, and proved very helpful in rescue operations on both the Androscoggin River and Lake Auburn, particularly at Lake Grove, a popular amusement resort.

In 1937, Captain Joseph Shannon retired, after serving since 1909. Capt. Shannon was living comfortably at the Odd Fellow's Home in 1968, still active, and able to recall many incidents which happened during his long and faithful career.

Robert Herrick was appointed as the next Chief of Police, and he and his Department were kept busy protecting lives and property during the hurricane of 1938.

It was this same year that John Penney was murdered at his filling station, located at the corner of Upper Court Street and Minot Avenue. Mr. Penney was working in his garage when he was struck on the head with an axe. Countless man hours were put in on this case, but the murderer was never brought to justice.

Also, in 1938, Chief Herrick organized a snowshoe patrol to check the cottages at Taylor Pond.

## In Line Of Duty

The date of July 7, 1949, was a sad day for the Auburn Police Department. Officer Norman Philbrick was killed while attempting to guide two fire engines through the intersection at Court and Main Streets. One engine was approaching from Lewiston and the other from New Auburn; and despite Officer Philbrick's heroic effort, the two engines collided and he lost his life. His revolver was placed in a display case at the City Building, and a memorial plaque for him was placed on the wall at City Hall. Mounted on the plaque is Officer Philbrick's badge, Number 17.

Portable walkie-talkies were introduced in 1964, and Auburn was the first city in Maine to make use of this valuable aid to police work. In this same year, Lieut. John Jordan built a regulation pistol range at the Lewiston-Auburn Airport, and Capt. Stanley Houston and Lieut. Frank Keene, who had taken FBI training, instructed members of the force in the use of 38 caliber service revolvers.

Also, in 1964, an Underwater Search and Recovery Team was organized. This team, composed of Sgt. Norman Spencer and Sgt. Roger Ouellette, both expert scuba divers, traveled throughout the state, assisting other departments in recovering drowning victims. Sgt. Spencer and Donald Bernard, another professional diver, recovered three drowning victims from Moosehead Lake, working at depths of up to 80 feet.

On November 8, 1965, the Department was saddened by the death of Capt. Lawrence Marczak, who had devoted 27 years to police work.

The teletype system was installed in 1965. It provides rapid communicaion of messages, not only state-wide, but nation-wide.

In 1966, Chief Alton Savage retired after a brilliant police career which spanned 27 years. He served as Chief for a great part of this time. He devoted much time and labor to helping the needy, through the Warehouse of Hope and the Salvation Army, both before and after his retirement.

After Chief Savage's retirement, Captain Stephen Smyc became Acting Chief, and was appointed later in the year as Chief. He quickly realized the needs of the Department, and dedicated all his time and efforts to making the Auburn Police Department one of the best in the country.

The Police Reserves, although organized some years ago, underwent reorganization in the fall of 1967, and in 1968 numbered 20 members. They have given valuable assistance to the regular force at various locations around the city, such as the Rolladrome, the high school, the Armory, and the parking lots. The Reserves received training in police procedures from several officers. Lieut. Frank Keene was in charge of this program.

This Centennial Year showed promise of becoming one of the most memorable in Auburn's long history. The city has been chosen as one of 11 cities in the United States to receive the All America City Award. The officers of the Police Department wear an All America City patch on their left sleeves, proud in the knowledge that they have contributed extensively in making Auburn an All America City.

Below are some statistics giving a general idea of how police activity picked up:

| | 1968 | 1963 | 1958 | 1948 |
|---|---|---|---|---|
| Personnel | 32 | 31 | 24 | 22 |
| Prowl Car Mileage | 257,487 | 181,502 | 133,779 | 33,031 |
| Total Arrests | 1241 | 681 | 692 | 838 |
| Criminal | 319 | 441 | 488 | 514 |
| Drunk Driving | 11 | 22 | 46 | 71 |
| Traffic | 740 | 218 | 158 | 253 |
| License & Registration | 165 | 54 | 93 | 81 |
| Breaks: | | | | |
| Offenses-Arrests | 103-4 | 28- | 34-18 | 37-11 |
| Larcencies: | | | | |
| Offenses-Arrests | 391-31 | 228-37 | 115-35 | 57-10 |
| Auto Thefts: | | | | |
| Offenses-Arrests | 32-7 | 9- | 6-3 | 11-5 |
| Intoxication: | | | | |
| Going Down: | 136 | 154 | 190 | 352 |
| Accidents | 936 | 633 | 611 | 576 |
| Injuries-Fatals | 407-2 | 271-2 | 183-2 | 112-2 |
| Complaints Checked | 9839 | 9058 | 6327 | 2253 |

| | | | | |
|---|---|---|---|---|
| Dogs | 479 | | 129 | 96 |
| Doors Found Unlocked | 718 | 413 | 635 | 693 |
| Juvenile | 165 | 91 | Department reports showed that Auburn had no juvenile arrests nor problems. | |

Other interesting statistics for 1966 - 1967:

The police sent 368 Teletypes, 95 more than the year previous.

243 street lights were reported out to local power company.

13 persons were locked up, 179 missing persons located, 195 sick or injured persons taken to hospital, 118 lodgers booked, and 478 parking violation tags were issued.

The men investigated 68 hit-run accidents, 7 suicides, 15 sudden deaths, 10 insanity cases, 361 children trouble complaints, 229 family trouble calls, and 49 landlord/tenant complaints.

24 escorts of money were taken care of, with 40 escorts of large equipment, 6 buildings escorted through town, and 91 other assorted escorts, such as parades and funerals.

*Contributed by Sergeant Norman Spencer,*
*Auburn Police Department*

## AUBURN FIRE DEPARTMENT

Prior to 1849 there was no organized effort to control fire in the village that was growing around Lewiston Falls. In the year 1849, however, the Lewiston Falls Village Corporation was formed, and authorized to raise money for the "purchase, repair, and preservation of one or more fire engines, hose, and other apparatus for the extinguishment of fire". In addition, it was to construct reservoirs and aqueducts to supply water for the engines, erect and maintain suitable engine houses, and organize and maintain within the limits of the corporation an efficient fire department.

On October 30, 1849, therefore, the Excelsior Engine Company #2 was formed. Jesse Lyford, later a mayor of Lewiston, was foreman; and with two assistants, the company, which consisted of 57 men, was scheduled to be stationed on the west bank of the Androscoggin River. On November 26 of that year, on the opposite bank, was formed and stationed the Engine Company of Androscoggin #1, also composed of 57 members; and the Lewiston Falls Village Corporation received 2 hand tubs, to be known as Androscoggin #1, and Excelsior #3.

### Big Fires Of The 1800's

When the State Legislature passed an act in 1856 creating the Lewiston Village Corporation and the Auburn Village

Corporation, the former received the Androscoggin #1 and the latter was allocated the Excelsior #2. The Excelsior #2 had taken part in the great fire of 1855, which started in the Miller and Randall Tannery. This conflagration, on August 17, destroyed buildings on Court Street from Goff's Corner to Auburn Hall; and on Main Street, from Court Street to the Maine Hotel. Losses included the tannery, estimated at $5,000; Union Hall, the large, brick block of Newell. Haskell and Co., 20 stores, 4 dwellings, and numerous offices. Among the highest evaluated losses were those of Rufus Penley ($5,000), James Goff, Jr. ($9,000), J. Dingley, Jr. and Co. ($9,500); and Roak-Packard Company ($13,000). Total loss was approximately $75,000, with available insurance of $35,000. The Excelsior is credited with saving the bank, although the vaults were inadequate and the soaking wet money was taken to the bank president's home, Jacob Roak's, where it was spread on tables and pinned on walls to dry. None was lost. Prevention of the spread of fire to the Maine Hotel was accomplished by soaking rugs and blankets and nailing them to the side of the hotel.

Ironically, on September 5, 1859, a reconstructed Miller-Randall tannery again was the victim of fire, along with 9 other buildings.

The next notable fire was on a Friday morning, November 11, 1864, when a very small blaze was discovered by a tannery watchman in the counting room of the Rodney Foss store, in the first Auburn Hall, a wooden structure. He shouted an alarm and was joined by two other men. Nevertheless, they were powerless to confine the fire as there was no running water available. There was one alternative. They rushed to the bell on the High Street Congregational Church, found the rope on the bell not functioning correctly, and were delayed fifteen or twenty minutes in sounding the alarm. Meanwhile, the "small blaze" became one of acknowledgeable size, and was raging in fury when the volunteer firemen, Excelsoir #2, and the other hand tubs arrived. Tub #3, from Lewiston, pumped water from the river to Tub #1, which in turn pumped it onto the fire at the front of the building. Salvage measures ceased when the spread of flames became a menace. In addition to the Rodney Foss store, the losses included two stores owned by I. B. Kimball and Company; Horace Goff's two-story building housing his meat and supply store; Mrs. Joseph Davis's small millinery shop; and the organ, furniture, and library of the Methodist Parish Sunday School, which had been holding its meetings in the hall. Buildings across the street were scorched, but saved, primarily because of a recent rainstorm which had left their shingles well soaked, and because of the calmness of the night which offered no wind to hurl the sparks. The Hall, valued at $8,000 was insured for $5,000. Its replacement, a brick structure, was built on the same site in 1865.

A date of interest and importance to the Auburn Fire Department is that of July 4, 1866. Excelsior #2 had just won first trumpet at a muster in Lewiston, when word was received of the "Great Fire in Portland." A crew of 40

Lewiston and Auburn firemen left for the city, with Excelsior #2 in charge of Captain James W. White, who proudly bore and used his shiny new trumpet.

## Town Takes Over

In March, 1867, the Town of Auburn purchased Excelsior #2 and other properties of the Auburn Village Corporation through a motion at town meeting. Two years later, when Auburn became a city, it, in turn, took over the responsibilities of the department. In September, 1870, the Auburn City Council added to the safety of the city when it voted $5,500 for the purchase of an Amoskeag Fire Engine, a "steamer", and built an engine house at Court and Spring Streets to house the apparatus.

Another step ahead was the installation of the first fire hydrants, during the summer of 1874. These were located at Roak Block and at the Elm House. In November, 400 feet of hose were purchased to be housed near the two new hydrants. It was not until April 17, 1875, however, that the first practice session with the steamer hooked to a hydrant was held. The records of that date read:

> "Meeting Called for the Purpose of Practicing With the Machine took the Machine down to Roak Block Hydrant and Played long enough to Bust 4 lengths of Hose then took the Hose of From the Machine and Put them on the Hydrant and tryed that awhile and then Returned to the House Called the Roll Adjourned"

At that time there were nine reservoirs available, and platforms were located on the river.

Of course, there were contingent frustrations. For example, the records for September 2, 1875, read:

> "Company called out at 3-50 O'clock by an alarm of fire which proved to be a house on Main St. Auburn took the machine to the fire but found no place to set and could not play. Then took the machine to High st. and played for practice returned to the house, called the role. Adjourned."

A series of meetings through September to December, 1876, were devoted to "excepting" the "invitation" of the Bath Steam Engine Co., No. 1, to take part in a parade. One meeting was devoted to the acceptance; a second to paying the expenses of the "torch boy" and of C. F. Skinner, as drummer; a third to hire Johnsons (sic) Band and to pay for neckties; a fourth to have a committee appointed (12 days after hiring the band) to hire money to pay for the band. It was in this year, also, that it was voted to present a petition to the city government to have the hose carriage hauled by two horses.

By this time, interest in the Excelsior #2 had begun to wane, and by 1878 it was not being used at all. The City Council voted to station the Excelsior #2 at North Auburn. In 1880, Engine Hall was built there, and in 1884 the North Auburn Company was disbanded.

One interim item of interest was that of December 7, 1878. The company was called out at "4½ O'clock P.M." by alarm, and the fire proved to be the Auburn Engine House itself. The machine was removed, but the fire burned the House, the Rolfe and Mitchell store, and two houses.

A commentary of this fire follows:

The engine house was constructed entirely of wood, and was divided into sections providing stables and hayloft, quarters of Steamer Company #1 and hose carriage, and the meeting rooms. A square tower on top contained the fire bell. On the day of the fire, the steward of Steamer #1 left about 4:30 and admonished some loitering boys to stay out of the stable. At 3:50, a section hoseman entered the steamer room and smelled smoke. Opening the stable door, he was greeted by heavy smoke and raging flame. The alarm struck at 4:00 P.M. By 4:10, the entire building was one mass of flame, and in a short time the bell tower fell with a crash into the basement. A three apartment house east of the station was saved with the exception of its sheds; however, the two story building housing the Rolphe and Mitchell Grocers business was completely destroyed, including uninsured contents. Rolphe and Mitchell were left penniless, with a loss of about $6,500. The adjoining house was also a complete loss except for its stable; and a house in the rear lost its stable and ell. In the process of removing the furniture, Charles Campbell was knocked unconscious when struck in the head by a table dropped from a second floor window. Michael McCarthy looked up just in time to be hit in the face by a chair, with a resultant facial gash. A runaway horse crashed into the front door of a nearby house and deposited the occupants of the carriage onto the porch. The Lewiston *Evening Journal* closed its report of the fire with this thought:

> "It will be unfortunate for those boys who are prematurely attaining mature accomplishments in the smoking of hay seed cigars and pipes, that there will be no more open house for them in this quarter. But fortunately there are other stables and hay seed is still in the land."

The City of Auburn suffered a loss of $7,000: $500 in furniture, $1,500 in hose, and $5,000 in buildings. The coverage was $3,000. The Steamer Company lost $600 worth of furniture. The account in their "Steamer Journal" states that they continued working until 9 o'clock on Sunday morning, then rolled up what hose they had and took the hose carriage to the city stable.

An embarrassing moment occurred on June 26 of that same year, when the firemen reported at the station, but could not take the hose carriage to the fire because the horses, which were farmed out for work between fires, were out of the city. There are various references to taking the machine to a fire which was out of the city limits. In such a case, the machine would not be used, so was returned to the house.

## The Alarm Systems

The Armory fire of November 17, 1881, was announced by policeman Foss, who "used his lungs so effectively, and aroused the fire department so well that the chief engineer is now negotiating with him for an engagement as a fire alarm, the city having no other." This comment was made in view of the fact that Lewiston had for some time had an alarm system, even though both Lewiston and Auburn had started discussing the idea in 1877. Seeing no hope of a joint installation, Lewiston established its own, in 1880. Auburn was still "discussing".

Then came the Huston's Bakery fire. On August 21, 1882, at 5:30 P. M., on North Main Street, the 3-story brick building with wooden interior and wooden stable was unfortunate in having a stable fire of tons of hay. Men were able to lead the horses to safety, but saved nothing else. They ran into the street yelling "Fire! Fire!" as loudly as their lungs permitted. Lewiston was not long in mocking this outmoded fashion of arousing firemen. Actually, five years had been spent in "studies and discussion"; but four days after the Huston fire, on August 25, the Auburn city government ordered a fire alarm system. The Tannery whistle was also sounded to rouse fire and police departments. Limiting help for the Huston fire was the fact that the Elm House hydrant was full of gravel and plugged the steamer's pistons. In addition, the Lewiston steamer could not use the Roak Block hydrant as it was so plugged with sediment. Moreover, in an attempt to save bakery stock, one officer was trapped and severly burned. The loss of the bakery was complete; this included buildings, machinery, stock, and $1,500 worth of cigars and candy – all with no insurance coverage.

The new alarm system was hooked to the bell in the tower of the Court Street Free Baptist Church. Any alarm of fire in both Auburn and Lewiston struck bells in both cities simultaniously. The very first alarm struck for Auburn was for a chimney fire near the Cushman Shoe factory, January 20, 1883. There were five street boxes, tappers (bells) in the station at Court and Spring Streets and in the Pumping Station of the Auburn Aqueduct Company, and an indicator on the engine house. Telephone connection was not installed until October, 1886.

In 1920, the cities separated their systems. Lewiston retained the Pumping Station whistle and the City Hall bell; Auburn made arrangements to use the whistle on the Fitz Brothers Last Factory and retained the bell in the Baptist Church until November, 1925.

In 1929, an entirely new rezoning took place; a three sectional plan. In addition, a fasttime - slowtime alarm was installed, wherein the station received advance warning before the public was informed, as the traffic situation was becoming a problem. This system of warnings endured for ten years. In 1939, separate transmitters were in use, and one could no longer sound the whistle from the street. Such warning had to come from the dispatcher. The whistle was laid to rest.

### A Far False Alarm

It was on November 6, 1882, when the Widgery Wharf fire in Portland occurred. The Auburn company was called at 9:30 to send assistance. The hose carriage was loaded at the railroad station. Several interested spectators asked to go along, so a passenger car was added, and tickets were sold for the round trip. Then came a cancellation as the fire was presumed to be under control. People disembarked and wandered away. Suddenly, because of reverse orders from Portland, those who had gone some distance found themselves not on the moving train. Feelings against the railroad ran high. The train left at 11 A. M. and arrived in Portland at noon. Once there, the firemen were not needed, did not even take the machine from the flat car, left for home around 8 P. M., and arrived at 8:45 P. M., a quicker run than it had taken to speed to the assistance of the Portland Fire Department. The machine was returned to the house, and another day in the life of the Auburn Fire Department was over.

On January 20, 1883, the confusion as to locating fires according to the whistle and bells was eliminated; the first coded alarm was sounded in Auburn. The electric fire alarm had arrived. It was first rung from Box 84, for a chimney burning out.

In 1884, the A. A. Miller Ladder Company was formed. The complete equipment of the department was thus augmented to 1 hose wagon and horse, 1 hose reel with 2 horses, 1 steamer with 2 horses, and the hook and ladder with 2 horses.

### The High School Fire

On December 3, 1884, an outstanding loss to the city was that of the burning of Edward Little High School, at 2 o'clock in the afternoon. Flames shot up the great roof and the tall tower. There was an adequate supply of water on hand, but it could not be fired sufficiently high, as the flames soared above the brick walls, which were the only section which could be well doused. The record book states that the company "responded promptly and done efficient service." What it failed to state was the fact that the school house burned completely.

In 1887, Excelsior #2 was leased to an independent company on the condition that it be kept in Auburn and maintained at the company's expense. The right was granted to take the machine out of town to attend musters only. The Company was also to serve as fire police, without pay, under the direction of the chief engineer and the assistant engineers. The contract could be terminated by the company at any time by returning Excelsior #2 to the city providing the vehicle were in good repair.

Three years later, 1890, the Excelsior #2 was sold to the town of Buckfield where it continued to serve until 1906. The Auburn Veteran Firemen's Association was formed in that year and the following officers were elected: President, George Allen; Secretary, H. M. Sprague; Treasurer, Fred M. Rollins.

On May 1, 1906, the first reunion banquet was held at Lake Grove House. Forty members attended, transportation being made by special trolley. It was at this meeting that it was decided to buy back Excelsior #2 and house it in a small building on the west side of Turner Street, south of the M. C. R. R.

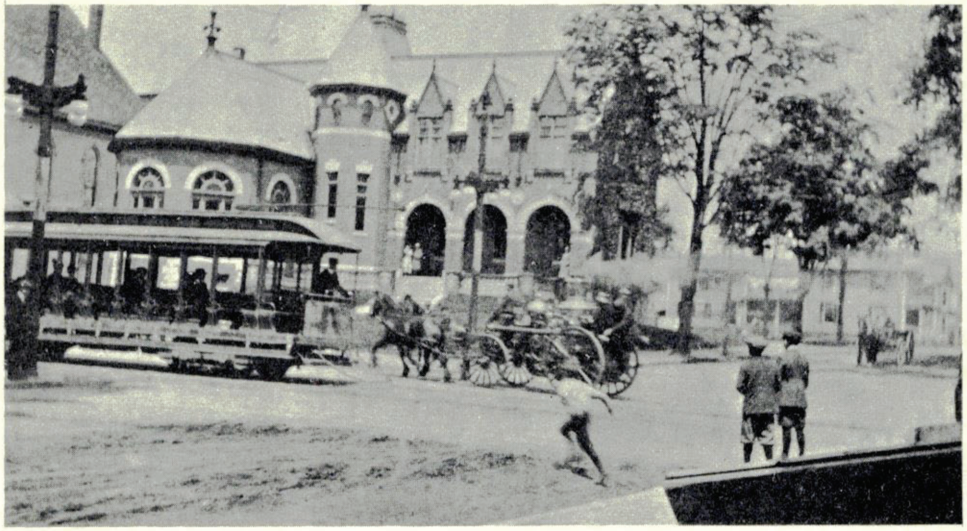
## New Auburn Station

In May, 1895, an order was passed for a New Auburn sub-station at 5th and Cook Streets. The horse for the hose wagon was shared with the street department, as was customary.

In 1897, a request was granted that the charter be changed to the effect that the fire commission name the chief engineer and assistants, and that all men in the department live within the fire limits.

In 1898, the steam whistle at Bates Mill was utilized to augment the bell system. In another two years, the first alarm was given by an air whistle. The first full-time driver-janitor-fireman was hired in January, 1891. In 1901, John Albee was the "part time" driver and received $101 for an annual salary. In 1904, when a full-time horse was purchased, John Albee became the first "permanent" driver and his salary was raised to $600. The same year found a third full-time man on the force.

The year of 1908 will be remembered because of another of Auburn's worst fires. On August 3, at 12:15 P. M., a fire started in a shaving house of the Union Box and Lumber Company, owned by Frank Winter. It quickly spread to the boiler room and thence through the main building. The entire mill was enveloped by the time the fire department arrived. The flames in succession, completely destroyed three dwellings on Washington Street. Then the N. L. Page Co., a 3-story woodworking mill, with its stables and boiler house were consumed. Next, the fire crossed the railroad tracks and eliminated the Conant Saw Mill and thousands of feet of stored lumber. The Bar Harbor Express, when it approached the fire area, stopped, and then decided to proceed. The only casualties were a few cracked windows. Later, however, when the Skowhegan train came, the heat was so intense that the rails were twisted, and all traffic had to cease until the laying of new tracks. Thireen dwelling houses received damage. Volunteers joined the firemen; the Rideout Trucking Company supplied a team of horses and wagon which was kept loaded with spare hose replacements; and Fred Gray gave away his entire stock of pails to citizens who were willing to become spark chasers.



*This picture taken about* 1909 *tells a good period story. Old Fire Engine No.* 1, *horse drawn, the same one purchased in* 1870 *but afterward built over many times, is just pulling out from Central Station on a fire call. The summer "open" trolley car is stopped on Court Street to let it by. It was a time when boys under* 16 *wore knee pants . . . knickerbockers that year. One lad is taking off for the fire scene and approaching down Spring Street is a one-horse cart. It was after* 1904 *because that's when Auburn's Carnegie Library was built and when the Court Street Free Baptist to the left of it was still in use.*

## Old Jabe

It was soon after this that "Old Jabe" entered the service of the Auburn Fire Department to pull the hose wagon. Purchased in 1909, "Old Jabe" was to become the delight of firemen and citizens at large. He was an unusually intelligent dapple gray horse whose greatest pleasure came in parading in the July 4th celebrations in Perryville section of Auburn. He thoroughly enjoyed strutting and showing off at the slightest inducement. He was trained even to "waltz" and to shake his head whenever the applause reached an appreciative note. Although it is not known as a fact, it is believed that "Old Jabe" got his name from Jabez Bradbury, the Auburn chief who began his service at about the same time. After seven years of active employment, "Old Jabe" was retired (1916).

### First Shapiro Block Fire

In March 1912, the night duty officer, Fred Legendre, heard a cry for help coming from the Shapiro Block, consisting of stores and tenements, at Broad, Mill, and Third Streets. The time was 2 A. M. The officer could see smoke coming from the building. When firemen arrived, the windows on Mill Street side were filled with people screaming for help. Smoke prevented entrance. Tenants were brought down by means of ladders. By some stroke of fortune, everyone escaped safely; but within an hour the flames had enveloped the entire block. Two hours after the first call, the roof caved in and flames shot to the very heavens. Then the Broad Street wall fell, soon followed by the Mill Street wall. It was pure coincidence that in the mad scrabble to escape the falling debris, no one was crushed nor even injured. It took 17 hours to subdue the fire monster, using 6650 feet of hose. One heroic feat of the early morning hours was the catching of a baby, dropped from a second floor window by its mother. The savior, a twenty-six year old lad, later became Auburn's City Manager, David Walton.

In May of this year, the Chief of the Department, Chester Blethen, went on full time at a salary of $15.00 per week.

### Motorized Equipment

The first motorized vehicle in the department was loaded with equipment at 6:45 P. M., April 22, 1914. It was an auto truck, Seagrave, 6 cyl, 80 H.P., with two 35 gallon chemical tanks, a load of 2½" hose, four hand extinguishers, and a set of ladders. It became known as Combination #1 and was not retired until 1925. Its first run to an outside town was to Durham, scene of the George Warren store and Post Office fire. Previously, all outside assistance had been made possible by the use of railroad flat cars to transport horses and equipment. In 1915, they were discarded.

A second sub-station was built in 1923, at Goff's Hill. In this year, the Seagrave was replaced by a Reo truck known as Combination #2, and the city purchased two gasoline pumping engines. By the acquisition of an Ahrens-Fox Ladder Truck, August 1, 1927, the department became totally motorized, and horses were retired. Thus ended the saga of steamer #1. A new necessity became apparent at the Packard Rubber Cement Plant fire, April, 1929, a loss of $13,058.: the need for foam equipment for Class B fires.

### New Auburn Conflagration

The next conflagration of immense proportions came on May 15, 1933, in New Auburn. The Lewiston *Journal,* issue of May 10, 1958, covers the story in detail. A run-down is as follows:

12:55 P.M. EST Still alarm at 77 Western Promenade
1:00 P.M. EST Box 413 – requesting help
1:10 P.M. EST Box 211 sounded for fire at Pontbriand's Garage on Mill Street. Three permanent men and six callmen answered. Lewiston sent one engine and one ladder truck.
6:00 P.M. EST Fire under control

Losses: 249 buildings destroyed – 2,000 people homeless

| | |
|---|---|
| 91 | dwellings |
| 21 | tenements of 4 or more families |
| 20 | mercantile and tenement combinations |
| 11 | mercantile or industrial buildings |
| 1 | public school – the Wilson Primary |
| 1 | parochial school – the St. Louis |
| 103 | private garages and other buildings incidental to the dwellings |

Insurance paid – $961,869.30
Total loss estimate – $2,000,000.

In 1934, a third fire sub-station was added to the East Auburn area, the last of the three now extant. In April, 1936, one day off in five was accorded to full-time firemen, creating a 13-plus hour week. It was the first reduction in work weeks in 20 years of service.

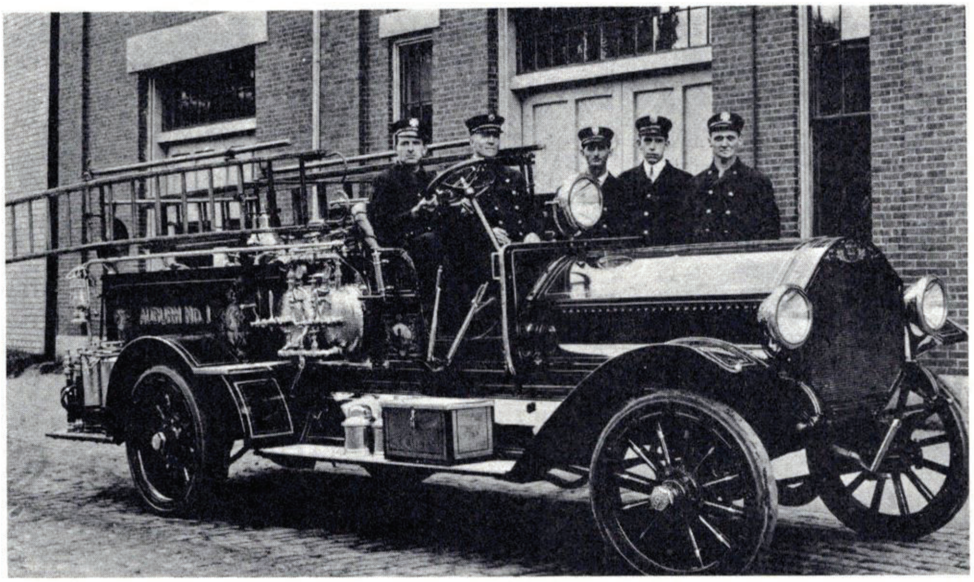
As of the year 1968 the Department's equipment was distributed among the stations as follows:

Central Station – One Engine Company with pump, hose and water tank and 750-gallon per minute pumper; one Aerial Ladder Truck, 85 feet long; One Rescue Unit. New Auburn Sub-Station – One 750-gallon pumper; one 85-foot Aerial Ladder Truck. Goff Hill Sub-Station – one 750-gallon pumper. East Auburn Sub-Station – one 750-gallon pumper.

## The Tragedies

One of the most tragic of fires in Auburn occurred on January 31, 1945 at the Lacoste Nursery on South Main Street. Sixteen babies and one adult lost their lives; eight adults escaped.

Another tragic tale of fatalities associated with the Auburn Fire Department happened on July 7, 1949. In a crash at Court and Main Streets between an Auburn fire truck and one from Lewiston arriving to assist, Auburn Police Officer Norman Philbrick met his death. Captain Russell Tarr and Private Marcien Vallee of the Lewiston Department also lost their lives. Injured only were AFD Private Sumner Elwell and LFD Private Romeo Dumais.



*Auburn firemen proudly present the Department's first piece of motorized apparatus, a Seagraves truck, hard-rubber tires, chain drive, equipped for combination use, purchased in* 1914. *At the driver's seat, Edward Davis and beside him Chief George Merrill; standing in rear left to right, Charles Cone, Jesse Gray and G. Edward Bancroft.*

The following news story from the Lewiston *Evening Journal* under the date of October 27, 1952, provides one of the most poignant pages in the history of the Auburn Fire Department:

> "An heroic Auburn fire captain and a 6-year-old girl were on the danger list at the Central Maine General Hospital today, the result of a two-alarm fire at a Main street apartment building early today.
>
> "Listed in serious condition were Captain Willis F. Millett, of 242 Lake Street and Anita Desrocher, 6, of 317 Main Street where the fire started.
>
> "Captain Millett risked his life to save the little girl who was trapped in a second floor apartment. At the hospital it was reported both were on the danger list. Millett suffered second degree burns about the face and hands and was having respiratory trouble. The little girl had first and second degree burns about the face and hands and also possible respiratory injuries."

The girl survived. Captain Willis F. Millett died at 6:30 A. M. on October 31, and in his memory a plaque was placed on the New Auburn Fire Station bearing this inscription:

Willis F. Millett
Engine House
This building dedicated
to a valiant captain
who gave his life
in order that a child
might live.
Dedicated in the year
of our Lord, Nov. 30, 1952.

*Fire Department History researched by*
*Deputy Chief Clarence E. Penley, Ret.*

## THE PUBLIC WELFARE

"The poor are always with us."

The truth of that old adage was well proved when Auburn first became a town. Separated from the western part of Minot, the new town found it had inherited a share of indigent persons subject to public support.

In those 19th century days, these public charges were referred to as "paupers", but they were, for their times, in a similar category as the underprivileged and less fortunate people deserving public assistance at present. They were the old and infirm without kin to take care of them, women left with children to support, or children alone; they were the sick or half-ailing, the retarded or mentally ill; and something had to be done for them.

The new town of Auburn, in the 1840's, did not shirk its duty; but it had additional community service and facilities to arrange. There were roads and bridges to construct and care for and taxes to assess, collect, and expend. A town house was one of the first objectives; and it was 1845, or three years after the new town started, before that goal was realized. After the first town house was built at Young's Corner, thought turned toward the establishing of a "town farm" for the care of the poor. Articles began to appear in the warrants for town meeting, such as "To see what action the town will take toward setting up a town farm for support of the poor."

Meanwhile, Auburn provided for most of the indigent within the town by the method, so common to New England towns in olden days, of "bidding them off" to other townspeople for board and keep. Some few, such as young children or widows with children, were left to the Overseers of the Poor for special arrangements as to their care.

Under the bidding off system, an effort was made to keep couples and family groups together in neighborhoods of their acquaintance. The amount of the bids varied in consideration of how much labor the individual could contribute toward his or her support.

For example, in 1845, Auburn had nine dependent persons left to the special care of the Overseers of the Poor, and 12 others bid off at auction. An elderly woman and a man, unable to work, were bid off separately for 75¢ a week, or approximately $39.00 a year, which was a much higher rate than that of all of the others. One middle-aged widow, able to do some housework, brought an offer of $26.00 a year; and in the case of one housework-able young woman, the bidder asked the town to pay him only 29¢ a week for her keep, or $15.00 a year. One workable man with his family was taken in for $49.00 a year, and another man and wife for $26.00.

Moreover, the town fathers made it clear that the poor were to receive full care. The bidder agreed to the following stipulations contained in the auction order: "The aforesaid paupers are to be provided for the ensuing year with all the necessary food, drinks and clothing, medicine, etc., and to the reasonable acceptance of the Overseers of the Poor and to be returned at the expiration of the year on the first day of April 1846 with as good clothing as they now possess."

All of Auburn's town and city records show true concern for the indigent; and in that same year, 1845, first efforts were made to procure a town farm to facilitate the care of the poor.

## Auburn's First Town Farms

Twice within the years 1845 to 1847, Auburn town meetings voted to appoint committees to look into the matter of securing a farm for this purpose; and if they found one apparently desirable, to take steps toward its purchase. For some reason, both committees dallied; and at a special town meeting, on October 23, 1847, Harvey Dillingham, Sr., was chosen "to view farms for the town to purchase for poor farms and report at the meeting next holden."

Finally, at a town meeting on March 16, 1848, it was voted. . .

> "not to accept the report of the Committee chosen to receive proposals for farms on which to support the poor.
>
> "to pay Thomas G. Perry nine hundred dollars for the Tribou farm so-called.
>
> "that the town treasurer take a deed of said farm for the town, and give notes for the same in behalf of the town.
>
> "that the selectmen purchase stock and put the farm in suitable condition to receive the poor by the first day of April next."

From which fact it appears that Auburn started its first "poor farm" in 1848.

The "so-called Tribou farm" was a 75-acre tract on the south slope of what is now called Maple Hill. The road down that hillside did not then lead directly down toward Lake Auburn, as it does now, but bent west midway of the hill, and tied in near the foot with the Willis Road, which led over the ridge to North Auburn. Lake Shore Drive was not then in existence.

Apparently the Tribou Farm did not prove to be satisfactory. On April 19, 1852, a town meeting authorized the Treasurer to deed the Tribou farm, so-called, to Timothy Bailey and William T. Douglas, for $900.00.

For a time Auburn resumed the "bidding off" system for care of the poor; but a town meeting on June 17, 1854 "Voted to purchase a farm for care of poor," and Daniel Briggs, J. Goff, Jr., and James Drake were named a committee to select one and report. Seber Stevens later replaced Briggs; the committee was diligent; and on November 4, 1854, it gave its recommendation. The town meeting voted "to accept the report on purchase of town farm and have ready by next April 1st."

In spite of this show of promptness, there came another delay. Because of the advent of the railroad in the "Lewiston Falls" section of the town, and the resultant trend of business to that area, it became necessary to reestablish a town house in a more central location. This building, the "first Auburn Hall", took time and money. It was not until March 17, 1856, that a town meeting voted to purchase the farm of Harvey and Allen Stetson for $1,800.

The Stetson farm bordered on the old road to North Auburn, a location that is today directly across Lake Shore Drive from the Taber golf links and refreshment stand. The old building sat approximately where the late Donald Taber built a new home, in 1967. Some of the town farm foundation was uncovered during the grading of the grounds, site of the town farm for 17 years.

### When The Poor Farm Burned

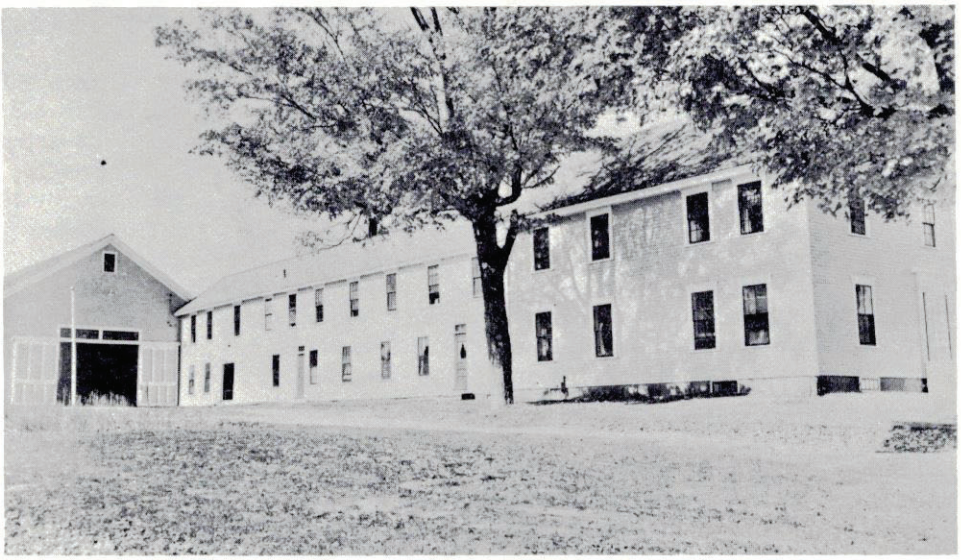
Between 5:00 and 6:00 o'clock on the afternoon of July 26, 1873, while the 17 inmates were at supper, there came a heavy electrical storm. The barn was struck by lightning and was soon engulfed in flames. Twenty-five tons of hay, farm tools, carts, and two swine were destroyed. Cattle were at pasture; two horses and one cow in the barn were saved.

The fire spread from barn to shed to house. Farm Superintendent Thomas F. Alexander, and his wife, the farm matron, gave first attention to getting the inmates out safely; but the clothing and bedding on the second floor was a loss.

According to a newspaper account, the inmates were taken for temporary shelter to "Bearce House at Auburn Hollow." This referred to the rooming house that Horace Bearce had provided for his employees in the rear of his shoe factory, at North Auburn. "The Hollow" was a neighborhood name given to

North Auburn at that time. The shoe factory sat where the Grange Hall was afterward located.

Thus ended Auburn's second "poor farm", and one that in the course of its use had been well developed. The buildings were too badly damaged to warrant reconstruction; and the location was remote from community services, including fire fighting facilities.



*A placid summer day at Auburn City Farm on Upper Turner Street at about the turn of the century. The farm was closed to use and torn down in* 1964, *the grounds to become a campus for Central Maine Vocational Technical Institute.*

Auburn had become a city since the farm was started on the north side of Lake Auburn; and on July 31, 1873, the city government voted to purchase the Henry Stetson farm on Upper Turner Street. This was occupied for City Farm use the same year, and so continued until 1964, when such institutions became outdated by other means for care of less-favored people. The land, reaching down to Lake Auburn's southeast shore, was given to the State to use as a campus for the new Central Maine Technical and Vocational Institute.

Passing Of The Poor Farm

It was fortunate that the City of Auburn was able to find a farm in operating condition and with buildings suitable to move the inmates into so soon after the city farm on the north side of Lake Auburn was destroyed by fire.

Mayor Thomas Littlefield, with Hannibal R. Smith, constituted the Board of Overseers of the Poor that year; and as such, in the city report, covering 1873 happenings, made known that, with the purchase of the Henry Stetson land and buildings on Upper Turner Street, they also obtained the season's hay and growing crops on that farm together with "farming tools, cart wheels, two cows and three swine" for the sum of $7,500. Before winter set in, the buildings were repaired and enlarged at a cost of $1,976.

Although well removed from the urban part of Auburn, this city farm site was three miles nearer to the city center than had been the one above Lake Auburn. It was also within easy reach of the central fire station and other community accommodations. It remained in use for the next 90 years.

In 1873, however, Thomas F. Alexander and his wife, the new Master and Matron of City Farm, had the task of getting the 17 inmates, mostly old and infirm individuals, comforted again. Despite the lightning-caused fire and resultant property loss (the insurance on the old farm had lapsed), they had made an excellent impression on the overseers for their good management and kindly care of the inmates. Mrs. Alexander was commended for the good food that she prepared and for the clothing that she made for the inmates.

Down through the years, other dedicated couples carried on the same work, but few were able to serve as long as did Superintendent and Mrs. Thomas Alexander. In fact, their 16 years in charge at Auburn City Farm was twice as long as the term of any others, with one exception.

Mr. and Mrs. Rex V. Bridges took over at the same site in 1924; and, except for four years while Mr. Bridges served as Androscoggin County Sheriff, from 1940 to 1943 inclusive, remained until the city farm closed. Brought up to big farming in the midwest, Rex Bridges was an able superintendent. His wife, Geneva, was an able helpmate. The hay crop on the farm had to provide the needs of 24 horses in the city's fire and highway departments as well as those of the livestock on the farm. Garden crops were raised for sale in addition to farm needs. In the beginning, surplus milk from the farm herd was sold to dealers; but as the farm duty of collecting city garbage grew, the big money maker became the raising of hogs, at which Bridges was expert.

During that nearly 40-year span, the inmate population rose and fell according to prosperity of the times. The highest number reached 46. At the time of closing, there were only two.

Social Security, Old Age Assistance, nursing homes, and various kinds of governmental aid and institutional care had made poor farms a surplus facility. Lacking the city farm piggery, the Auburn Highway Department took over the collection of garbage and disposed of it by the bury and chemical fill system.

## The Police Matrons

As Auburn grew, demands upon the police increased. As the number of police cases became larger, those involving females grew in proportion. This indicated the need of services of some suitably constituted woman to be present when women or girls were brought to police headquarters or detained there, to assist in their questioning and care, serve as their guard, or escort them during court proceedings. It was hoped that a woman suitably qualified could, because of her insight and understanding, get at some of the family or sociological conditions that were causing difficulties for the arrested woman, and thereby aid in her improvement.

This need resulted, in 1894, in creating a new municipal office in Auburn, that of police matron. Mrs. Maria W. Swett, already active in church and relief society work, was named to the office, and served until 1907. Her services during that period met all expectations; in fact, exceeded those that had been anticipated in the field of public welfare. The good that Mrs. Swett did during those 13 years is beyond estimation. As far as Auburn was concerned, she was about everything that is now embodied in the child and family agencies of the State Health and Welfare Department, as well as the Red Cross and the United Fund.

In her annual report for 1896, the year of a big flood on the Androscoggin River, Police Matron Swett told not only of organizing groups of citizens to aid in providing shelter for families in the flooded areas, and in obtaining food, garments, and bed clothing for them, but carried out routine duties as follows: "Provided homes for 13 destitute children, five boarding homes and eight free homes. Of this number, three have been legally adopted into excellent families. I have made during the year 2,271 calls, have distributed 2,290 articles of clothing and bedding, have written 288 letters, have found employment for 65 persons, besides day labor for men and women."

Maria Swett diagrammed the duties of police matron for successors to follow. Out of it, as the years progressed and governmental agencies for public welfare increased, the office largely replaced that of clerk for the welfare department, an agent to aid the overseers of the poor in their work, and saved many individuals from having to seek pauper aid. In time, these duties exceeded that of police work. The police matrons who followed Mrs. Swett continued the distribution of Thanksgiving and Christmas baskets up to the year 1958. Farmers, merchants, schools, and able families contributed foodstuffs or money for the project.

Mrs. Susie Rogers took over in 1908; Mrs. Mabel Roberts in 1924-25; Mrs. Josie Coombs, 1925 to 1937; Mrs. Mabel Roberts, 1938 to 1944; Mrs. Nelida Whitmore, 1945 to 1962.

Charles L. Frost took the position April 1, 1962; and in May, 1962, the Welfare Department moved to new quarters at 2 Summer Street, a larger building, to better facilitate the surplus commodities program. Food supplies were distributed twice a month by Mr. Frost, and welfare recipients who were physically able helped. In May, 1965, the Welfare Department moved back to the City Building because of the elimination of the surplus commodities program. A new program called "Food Stamps", which would be handled through the State and local banks, was anticipated. Charles Frost resigned on May 7, 1966, because of ill health: and Mrs. Beverly Heath, who had been secretary in the welfare office, assumed the welfare duties.

## PUBLIC HEALTH SERVICE

For the first settlers in areas that now comprise Auburn, health care was almost entirely an individual or family responsibility. In sickness and injury, no matter how severe, they had first to rely upon home remedies and, in some cases, crude surgery. There might be a doctor in an adjoining town, but the trail to him was distant and difficult.

Before there was an Auburn, an early doctor in Danville was John Thorne; and in Minot, Jesse Rice. When settlement spread eastward, Dr. Joseph Keith opened an office at the head of Wilson Pond, in a locality later known as North Auburn.

Residents on the west side of the Androscoggin River were first considered part of the community called "Lewiston Falls." Here, the services of Dr. Calvin Gorham, a homeopath turned allopath, were almost always available. It was not until 1835 that Dr. Tobias Purinton opened his office on the Goff's Corner side.

Other doctors came as Auburn became a town, then a city, among them Dr. Sylvester Oakes; and, in the post-war years, his son, Dr. Wallace Oakes, and Doctors J. W. Beede, Benjamin F. Sturgis, Charles E. Philoon, and Stephen E. Wentworth.

Whatever the means and methods to combat disease and preserve and improve health, they brought remedies from the never-ending acquirement of knowledge through experience and study by members of the medical profession. In the stride of its times, Auburn had many of the best. Professional groupings of medical men gradually developed, and their advice was well heeded; but the relationship between physician and patient remained an individual one through Auburn's town years and well after it became a city, before public health service was recognized as a direct public responsibility.

Because dwellings were scattered, epidemics of contagious disease were less noticeable; but as neighborhoods clustered more closely, the need for sanitary precautions became more apparent. Before long, municipal aid in medical care and supervision became an obvious necessity. When, in 1876, the Auburn City Government appropriated $600 to build a small pox hospital, start of the gruesome "pest house" system that continued for a score of years afterward, it was proof that horrifying small pox had reached such tragic proportions that it was too much for local doctors to cope with alone. The city also paid sums to individuals, apparently some who had acquired immunization through having recovered from "cow pox", to compensate them for caring for patients at the pest house.

In the same year, 1876, Auburn employed Dr. William C. Hall as its first City Physician, a municipal position to continue until 1934. The contract of these physicians was principally to care for indigent individuals, for whom the city was financially liable, at the city farm or elsewhere.

## The Board Of Health Era

It was not until 1887, or 18 years after it became a city, that Auburn's first Board of Health was established. On this, was only one doctor, J. W. Beede; Henry Lowell and Daniel Lara were non-professional members. As time went on, three doctors would serve, one being designated as Executive Secretary, later called Health Officer. From then on, the pattern for organized public health steadily gained shape in the city. In later years, Dr. B. G. W. Cushman was one of the most effective executive secretaries on the Board.

The Board of Health era proved to be a sound course to the development of municipal health departments, working in close conjunction with state and highway public health agencies; but its inception took a long time.

The first great problem was to upgrade the general sanitary conditions. The community was at that time a wilderness of open drains, cesspools, dry privies, and inadequate and poorly-built sewers. The Board of Health members went personally from one property owner to another, pointing out the needs and imploring improvement. In some instances, where structures were on sewer lines, the entry connections were so poorly installed that they leaked on the premises; or were so low that they took back flow from the main sewer line. This led to a code of regulations that not only forced in-city owners on sewer lines to make entry to them, but specified as to just how the plumbing should be done. Consequently, it was decided that one member of the Board should be a qualified plumber; and, later, an officially appointed plumbing inspector.

Then came the matter of control of contagious disease. Typhoid fever was still prevalent, causing four deaths in each of the years 1889 and 1890. When the water-borne connection of this disease became known, more attention was directed to the public water supply as well as to disposal of waste. In those years, a seasonal disease called LaGrippe caused much sickness. In 1890, diptheria became more virulent, causing five deaths; and there was fear of small pox being brought in from Canada.

Even after the effectiveness of small-pox vaccine and diptheria anti-toxin as immunizing agents became known, their introduction was difficult and by no means compulsory. It was only when the ravages of small pox reached their height, in the late-1890's, that residents were sufficiently alarmed to submit to mass immunization. The experience of crowding, moaning, excited persons at the first mass inoculations was frightening in itself; but out of it came a new confidence in such preventative measures. Small pox as a public threat passed even more quickly than did diptheria, of which there were 19 cases in 1895 with five deaths; but by 1897 anti-toxin asserted greater control

Meanwhile, it was realized that with other virulent diseases almost conquered, tuberculosis was the greatest killer of all. Preventative and curative measures were studied; and the discovery that tuberculosis in cattle was transferable to human beings through the ingestion of milk, led to new milk-handling regulations, herd testing, and dairy inspections, as well as the appointment of a city milk inspector. Ex-Mayor Hillman Smith was the first man named to this position, in 1893; and for many years afterward, Arthur B. Andrews, a professional chemist, served in that capacity.

Consideration of the spread of tuberculosis and other diseases from the expectorations of afflicted persons, brought about a city ordinance in 1901 to prohibit spitting on sidewalks or on the floors in public places. One of the "No Spitting on the Sidewalk" signs remained at a corner of Goff and Charles Streets up to 1958.

## City Health Department

Doctor Leo F. Hall became Auburn's first full-time Health Officer, on November 8, 1920. In his first annual report, he made clear that he replaced not only the Board of Health, but the City Physician, Milk Inspector, Plumbing Inspector, and Medical Inspector for the public schools. He also supervised the collection and disposal of city waste, and this idea of collection of garbage by the city was hailed as a great advance in community sanitation. Moreover, the left-over foodstuffs previously disposed of by householders, eating places, and stores in the handiest manner possible, usually to farmers for feeding livestock, was now taken to the city farm to feed hogs there, thus saving the city some expense. This plan continued until 1960 when the city farm and its hog raising were discontinued. The city continued to collect garbage along with the waste, and dispose of it by landfill and cover.

In 1921, the Auburn Health Department was augmented by the employment of a health nurse. Payment for her services was shared by the Health and School Departments. Her inspection of school pupils became such a routine duty, that the position became known as that of School Nurse. Miss Hildred Whitney served in this capacity from 1921 until February 1, 1927.

By 1924, Dr. Hall was making, as a prominent part of his routine, inspection and correction of food handling practices in places catering to the public. In April, 1925, he was succeeded by Dr. Charles E. Williams. Dr. Hall had laboriously written out his own reports and correspondence, but Dr. Williams asked for funds to employ a secretary. In October, 1926, Miss Elizabeth Tighe was the first person to occupy this position.

In November, 1926, Dr. Ludovic J. Dumont, already serving as Health Officer of Lewiston, added the duties of the similar office in Auburn. This was brought about as a joint undertaking by the city governments of both cities which realized that increased staffing and pooling of equipment would allow greater accomplishment in public health work. To the staff of Health Officer, Health Nurse, and Secretary, was added a Sanitary Inspector and a Plumbing Inspector. Thus augmented, Health Officer Dumont developed an extensive routine in inspection projects, immunization clinics, and detection and eradication of health hazards; and a greater tightening of disease prevention and control in both cities was developed. This included close cooperation with tubercular testing and treatment aids by the Red Cross and the State Health and Welfare Department, as well as the Androscoggin Tuberculosis Association. Much aid was extended by the Dairy Division of the State Department of Agriculture in tubercular herd-testing of cattle, and the eradication of unsanitary practices at dairy farms or other milk-handling establishments within the cities.

Dr. Dumont was reappointed in 1928; but in October, 1929, he resigned to accept the position of Health Officer of New Britain, Connecticut. Dr. Enoch A. Leathers became Health Officer of Auburn, part time, in November 1929, and continued until December, 1935. Miss Shirley Davis (Schneider), R. N., who had been Health Nurse since 1927, was named full time Health Officer in 1935 and was repeatedly reappointed up to and including 1968, completing 42 years in the Department. Her assistants in 1968 were Kenneth R. Green, sanitarian; Mrs. Constance I. Dudzik, Public Health Nurse; Mrs. Joyce Coyne, Clerk.

### Immunization And Constant Check

Although there is still no compulsory smallpox vaccination in the State of Maine, it is interesting to note that there has not been a case of smallpox in Auburn since 1929.

Immunization clinics are held by the Health Department not only for vaccination against smallpox but for immunization against diptheria, whooping cough, tetanus, poliomyelitis, and measles. Approximately 14,000 persons responded for first mass oral polio immunization clinic held in 1963, and continued response has been very good.

During 1967 and 1968, because of an increase in the incidence of rabies

*Public Health at work. Auburn Health Officer Shirley Davis Schneider and Doctor Dorothy Anderson, conducting an immunization clinic for children; Public Health Nurse Constance Dudzik in rear of picture.*

among wild animals in nearby areas, the Health Department enlisted the aid of the Society for Prevention of Cruelty to Animals in sponsorship of rabies clinics for pets. Response to this service was good, and a total of 1,441 pets were treated. This action was taken principally in an effort to protect citizens from possible infection from animals.

Constant surveillance of children attending both public and parochial schools, and routine inspections of food-handling establishments, beer parlors, hotels, motels, roadside stands, recreation areas, public water supplies, beauty parlors and barber shops, food processing establishments, bottling plants, slaughterhouses, and other businesses concerned with services to the public, are made by the Health Department.

Permits are required by this department for all plumbing work done within the city, and each installation being inspected by a licensed Plumbing Inspector.

Licensing of homes for the ill and infirm, children's boarding homes, day care centers, and lodging houses was required by the city; and inspection of such made by the Health Department, Fire Department and Police Department, in the interest of health protection. There were in 1968, 7 nursing homes; 13 boarding homes, 5 children's homes, 3 day centers, and 10 lodging houses.

Close cooperation between the Health Department and the State Department of Health & Welfare, the Androscoggin Home Health Services, the School Nurse employed by the Department of Education, and the clinic services held at the two General Hospitals, promoted the health of the community. Services rendered by the various service clubs provided moteworthy contribution to the correction of health and welfare problems for children from indigent families.

Many and varied problems arose over the years which required services of the Health Department, as the New Auburn fire, and floods along the Androscoggin River Basin. These not only necessitated establishment of immunization programs to prevent typhoid fever, but also created problems of sanitation and housing.

Services added in later years were tuberculosis case findings and follow-up, formerly done by the Androscoggin Tuberculosis Association; and Crippled Children's Services, which involves referrals and follow-up of handicapped children.

*Compiled by Mrs. Shirley Schneider, R.N., City Health Officer;*
*and Mrs. Beverly Heath, Clerk of the Welfare Department*

## SEPARATE INSTITUTIONS

Entirely apart from departments of public health and welfare, there are three institutions in Auburn, supported entirely through volunteer contributions, for the assistance of elderly persons, and the young requiring care beyond parental attention.

### Home for Aged Women

The oldest of these is the Auburn Home for Aged Women, instigated in 1887 by the Ladies Charitable Society, and the founding of which was made possible through the generosity of Mrs. Agelia Whitman, who offered her home at 13 South Goff Street for such use, as a gift in memory of her parents.

The Auburn Home for Aged Women remained and continued its growth at that location until 1915, when a bequest in the will of Samuel S. Hersey, an Auburn merchant, provided an ample lot at 41 Pleasant Street, and a sufficient sum of money to encourage the erection of a four-story brick building that has since served its worthy purpose. Although designed in dormitory style, with central dining, reading and sitting room, the whole effort at this institution has been to make it homelike for the individual occupants, providing them with facilities for their own sewing and the washing of small garments if they wish; their personal belongings are in their individual rooms. Moreover these women are allowed the freedom to go about the community as the state of their health permits.

Many of Auburn's most prominent residents have served without compensation through the years as officers and members of the Home's Board of Managers. Among the first and longest of these were Judge and Mrs. George C. Wing, the latter having been one of the original Ladies of Charity, her husband having drawn up the Home's first incorporation papers. The President of the Board in 1968 was Elmer W. Campbell; the Secretary and Treasurer Kendrick J. Chapman. The Matron of the home since 1964 has been Mrs. Pearl Blanchard.

### Lewiston-Auburn Children's Home

The Lewiston-Auburn Children's Home in 1968 amply housed in the former mansion-like home of the Homer N. Chase family on Park Hill, had its start on Main Street, Auburn in 1904 under the guidance of two sisters, Misses Morrison. Later interested local citizens engaged Col. J. J. Kipple of Boston, who was connected with work of the Volunteer Children's Home of America, to assist in organization of the home here. The Home was moved to Lewiston in 1907 and there continued at various locations until 1926, when the Chase home at 24 Madison Street, Auburn, was obtained.

Here it enjoyed increasing success, first under the matronship of Mrs. Mary Kennison who resigned in 1937, to be succeeded by Miss Effie Shearer, who was to continue for the next 30 years, resigning in 1967. Miss Shearer was a most efficient an likeable matron, and was loved and respected by all the boys and girls under her care.

After a brief change in management, Robert L. Barber, who had spent a large portion of his boyhood in the home, was appointed, in 1967, as executive director. Having in the meantime distinguished himself high school classes and athletics, served in the U.S. Marine Corps, at the time of his appointment being a member of the Auburn Police Department, it was not surprising that he early showed aptitude for his new position.

As in the case of the Home For Aged Women, prominent citizens had served long and faithfully on the Board of Trustees of the Lewiston-Auburn Children's Home. Mrs. Walker Briggs had filled the office of President of the Board for 29 years when she retired in 1967. She was succeeded by Mrs. Frank Kember.

### Odd Fellows Home of Maine

The Odd Fellows Home of Maine is for the accommodation of elderly members of the Independent Oder of Odd Fellows, their wives, and members of the Rebekah Lodges state-wide desiring to avail of it, this in recognition of their long devotion to the order.

Long discussed and planned by this fraternal organization, the late Louis E. Flanders of Auburn, being one of a study committee named by the Grand Lodge of Maine, the separate lodges were eventually assessed for funds in preparation for the undertaking. It was not until 1912 however, that definite step was taken toward the location of the building in Auburn. At that time a group of Auburn members, primarily of Abou Ben Adhem Lodge purchased 10 acres of land on Fairview Avenue and offered it to the Grand Lodge.

The gift was accepted and in 1917 the building proposal was approved. In 1925, construction of the 3-story brick building was authorized, and on July 28, 1926 its cornerstone was laid. The building was dedicated on July 8, 1927. In years since the home occupany averaged 32 residents, and more recently 34. In addition to Mr. and Mrs. David C. Richardson, the Superintendent and Matron, the home staff consisted, in 1968, of a housekeeper and assistant, a cook, a kitchen girl, a dining room girl, three full-time nurses, two nurses on call, two laundry women and a hired man.

Overseeing this operation in behalf of the state organization, in 1968, was a board of 16 trustees of which Judge Elton H. Fales of Lewiston was president; Albert Libby of Portland, secretary and Charles Taylor of Portland, treasurer.

# Chapter 12

## EDUCATION

### FOREWORD

*It is apparent that in a history of this size, it is impossible to mention all school personnel, worthy of recognition, who have served over the last century and a half. The only names mentioned are those of administrators and people responsible for policy changes.*

*Inasmuch as this is an abbreviated summary of public education in Auburn, attention is directed to the fact that an unabridged version of the original report will be available in the Auburn Public Library, and the library at Edward Little High School.*

### THE SCHOOL BEGINNINGS

RECORDS show that the first school taught in what is now Auburn was held in Squire Giddinge's Tavern at Danville Corner in 1797. There were 32 pupils, counting those going to the evening school. Mr. Robinson was hired as teacher at ten dollars a month and board. About this time a second school was held in the home of Joseph Saunders and a third in the River Road home of Benning Wentworth.

In 1799, the first school building in the area was built at Danville Corner with money raised through subscriptions by Squire Giddinge. A red schoolhouse was built in 1826 nearby the location of the present Androscoggin County Courthouse, or what was to become the Auburn town center. From its erection until 1848, it was used for religious services as well as for educational purposes.

An early teacher at Goff's Corner was Miss Orra Raynes. Subjects studied consisted of mental arithmetic, spelling, reading, geography, and writing. Mental arithmetic must have been her favorite subject, for after one year of teaching, Miss Raynes decided to go into the millinery business, and on the side became a real estate speculator. For $150 she bought land in the vicinity of Court and Main Streets, which later sold for a combined sum of $5,500. Her pay as a teacher had been one dollar a week.

In 1820, when Maine became a state, various areas in what is now Auburn, took individual responsibility for educating their children. By 1843, after Auburn's incorporation as a town, there were fifteen school districts with each one supporting at least one school. Enrollment figures continued to rise, and by 1856 there were 1207 pupils attending school. Attendance had been increasing rapidly for several years. This increase had to be at least in part due to the greater interest in education caused by the creation of Lewiston Falls Academy in 1834.

The academy, the thirty-first such institution in the state, was incorporated for advancing science and literature, and promoting morality, piety, and religion. The academy soon attracted teachers of the first rank. For example, Alonzo Garcelon, M. D., a graduate of Bowdoin College, gave instruction in anatomy and physiology at the academy in 1840. Dr. Garcelon, who later became an instructor at Bates College went on to become mayor of Lewiston and Governor of Maine.

### Edward Little's Dream

This academy was the realization of a dream of Squire Edward Little, who had come to Goff's Corner in 1826 to establish his home and to serve as the resident agent for the vast land and water power holdings of the Little family estate, principally located in the Androscoggin Valley of Maine. A member of the legal profession, he also had strong cultural leanings as shown by his ventures in book publishing in Newburyport, Massachusetts, and in Portland before coming to this part of Maine. After the death of his father, Josiah Little of Newbury, Massachusetts, in 1830, he had derived a principal ownership in the estate. Squire Edward lost no time in indulging his desire to advance the cause of education. He became the founder and one of the eleven original trustees of Lewiston Falls Academy, and remained the "leading spirit in the enterprise" until his death on September 21, 1849.

Thereafter the board of trustees continued in charge of Lewiston Falls Academy and, in 1866, changed the name of the school to Edward Little Institute in tribute to the man who had done so much for it.

In 1848, Principal Alvin Boody's objective for the academy was . . . "to afford to youth of both sexes every facility for acquiring a practical and thorough education. Particular attention has been, and will continue to be, given to those who intend to teach. . . particular attention also "to young men preparing for college – as well as to such as are preparing to proceed with one or two years of advance study." There were four terms each year of eleven weeks each, with tuition rates as follows: In Common English Studies, $3.00 per term; High English Studies, 3.50; Languages, 4.00. By 1856, the tuition in Languages was $5.00 per term.

The first floor of the "Academy" was used for classrooms while the upper portion served as a dormitory. Early teachers in this school were David B. Sewall, Benjamin Mead, Edward Payson, Alma Moody, Jonathan Sewall, Rev. Ebenezar S. Jordan, Prof. William M. Baker, George Woods, Hon. Enos T. Luce, Rev. E. P. Parker, and Warren T. Webster.

For a number of years, Auburn Commercial College was run in connection with the academy for students seeking business careers. The Practical Business Department was located in Auburn Hall and the theoretical courses were taught in the Central Block in Lewiston.

### Public Education in Stride

When Auburn became a town in 1842 it had fifteen school districts and by 1854, it had sixteen. The length of the semesters differed among the districts. One factor was common – each had two terms, a summer one and a winter one. In 1854 the School Committee argued that the winter term be moved to October, November, and December instead of starting in January. The reason given was that Auburn was changing from a farming community where most of the boys were needed on the farm for fall plowing and gathering mammoth piles of wood, to a community where most of the boys attending school were shoemakers. They could just as well attend school in the fall as in winter.

The rule was that all children attend school full time until age twelve years and four months, in order to be certified for work in a factory. All between twelve and fifteen had to attend school three months in the year if they were factory workers.

The cost of schools in the year 1854 was less than $100 a year per district. Attendance was a little under 50%. By 1856, State laws required towns to appropriate sixty cents per pupil for education and the state added a small stipend. During the era of Auburn as a town, the most costly addition, about $4000, was the Spring Street Village District School, in 1858, at the location of the present city building. It accommodated three hundred pupils and had three departments – grammar, intermediate, and primary. The fall term ran for six weeks, with the winter term operating for twelve weeks.

When Auburn became a city in 1869, the number of districts had increased to twenty-five. There were twenty-eight school buildings, only ten of which could be termed in suitable condition. Therefore, five new schoolhouses were added – Danville Corner, the Junction, Pine Street, North Auburn, and Woodman District. Grade schools averaged twenty-seven weeks of schooling that year and the high school twenty-one weeks. Teacher salaries had increased to twenty-six dollars a month with board for males and fifteen dollars a month with board for females. Sixty-seven teachers were on the payroll. Parents either supplied their children with books or found the costs, paid by the city, added to their yearly tax bills.

### City Gets a High School

The first important change in Auburn's educational system after its incorporation as a city came with the addition of Edward Little Institute to the city's schools. Responding to a state law passed in 1873 providing for payment of one-half the instructional cost, up to a maximum of $500, to any town which established a free public high school, the trustees of Edward Little Institute transferred said school property to the city for that purpose.

The city closed negotiations with the institute trustees upon certain conditions. A first class high school should be maintained thirty-three weeks a year. An agreement was made that a portrait of Edward Little should be maintained in the school building and a statute of him in the park surrounding the school. A statue of Honorable Edward Little was placed in the Edward Little High School Park on October 11, 1877, the high school having been established in 1874 with George E. Gay as its first principal.

This change started a revision of the curricula in each of the city's schools. Although the school was presumably for all youth, the short school year required parent expense for idle youngsters who could not find part-time work. Textbooks were still at parents' expense and the courses were geared solely for the college-bound student.

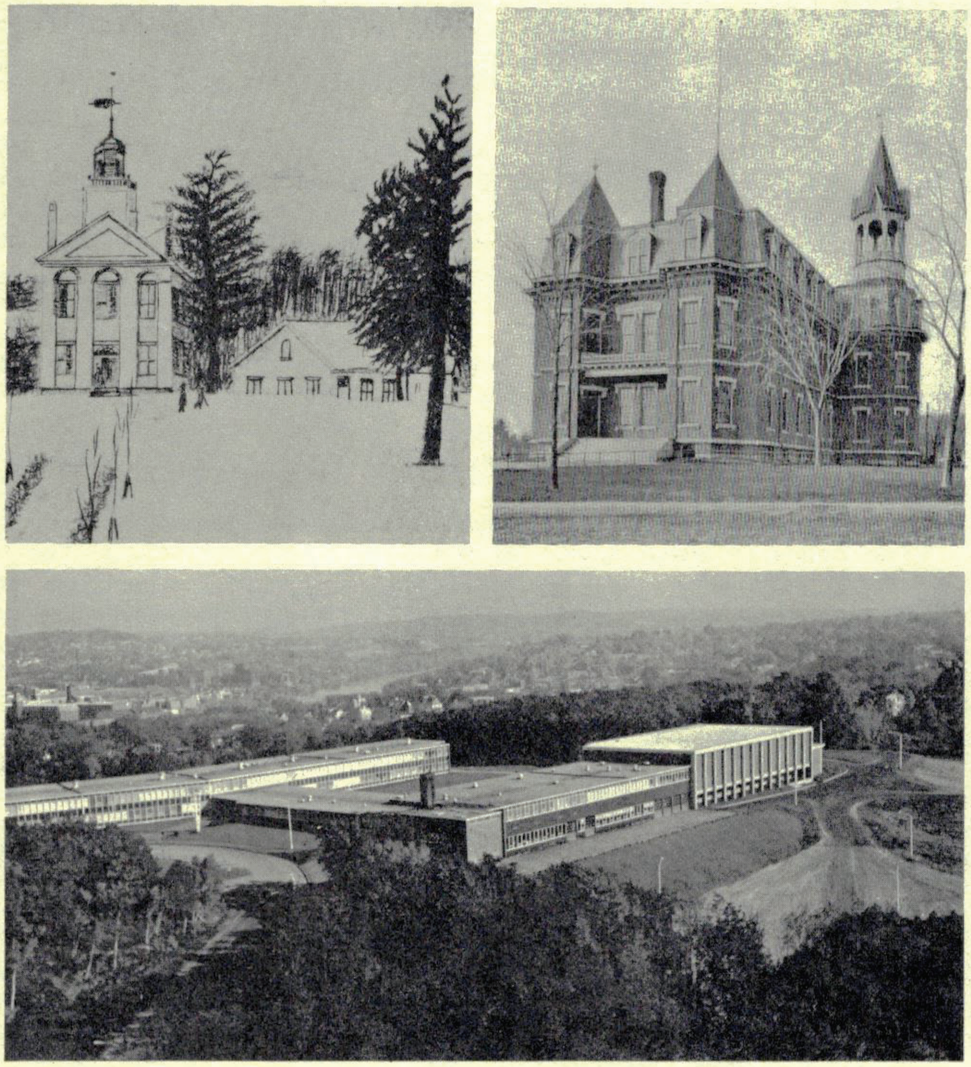
Another event of 1874 was the removal of the old Spring Street Grammar School building to Hampshire Street, in order to erect a new brick structure to be known as Webster School, which now serves as the city building. Ten years later, in 1884, monthly teachers' meetings were inaugurated and a teachers' library was established by means of one dollar dues per annum per teacher. This was an early step toward improving the quality of the teaching staff.

## An All-Schools Superintendent

It was during the terms of Superintendent William W. Stetson that the office of superintendent encompassed all schools in the city. He began in 1885 as principal of the Spring Street Grammar School and superintendent of schools in the city proper, while Nathaniel H. Woodbury was superintendent of the rural schools. In 1890, Prof. Stetson was designated superintendent of the entire school system.

It was during Superintendent Stetson's terms in office that the names of Auburn schools were changed to honor famous men of state and nation – The Pine Street School to Franklin, Spring Street to Webster, Barker Mill-Fourth Street to Lincoln, Barker Mill – Sixth Street to Douglas, Academy Street to Chamberlain, Turner Street to Washburn, Merrill Hill to Merrill. Students in each school were informed and taught about the individual for whom their school was named.

In recognition of his qualifications as a director of education, Prof. W. W. Stetson was named State Superintendent of Schools in 1895. His successor in Auburn, A. P. Wagg, was the first superintendent to include the high school



*Upper left, Lewiston Falls Academy, founded by Squire Edward Little in* 1834, *sketch made by Charles Pillsbury in* 1856, *used by courtesy of William Schoppe. Upper right, Edward Little High which succeeded on same site in* 1874, *photographed before wing was added. Lower picture, new Edward Little High School on Auburn Heights tract which went into use in September* 1961.

under his direction. His salary in 1895 was noticeably less than that of high school principal, John F. Moody, who had been serving in that position for some time. This reflected the existing belief of separation between the high school and the grade school system.

## Many Innovations

Bertram E. Richardson followed as superintendent in 1900. He was influential in the ultimate acceptance of many changes in the educational system of Auburn schools. Among his recommendations were a more definite over-all continuity in the system from grade to grade, the establishment of a permanent course of study, a consolidation of rural schools, a fixed salary pay scale for teachers, and the introduction of a manual training course. He was instrumental in organizing the Auburn Teacher's Association. During his term, Wilson School was opened. A training school for teachers also was begun – a school which was destined to provide several full-time teachers for the Auburn system.

When Superintendent Richardson resigned in 1903, Payson Smith became superintendent. A permanent salary pay scale was adopted during his administration. Rural and primary grade teachers started at seven dollars per week with a fifty cent raise each year to the maximun of ten dollars per week. Grammar school teachers were a dollar or so higher in payment, with a maximun of fifteen dollars. Superintendent Smith, in agreement with his predecessor, recommended the consolidation of Auburn's thirty-two rural schools, a high number for a city of its size. Furthermore, the previously advocated manual training course began, along with a domestic science course. Superintendent Smith resigned to become State Superintendent of Public Schools in Maine, in which office he introduced legislation for improving the State's schools. He later was Commissioner of Education in Massachusetts, then served on the faculty of the Harvard Graduate School of Education. Later, he became acting Dean of the University of Maine School of Education.

Following Superintendent Smith in 1907 was Henry H. Randall of Rockland, Maine. He served the Auburn schools for seventeen years. During his term, land was purchased for construction of the Webster Junior High School, the high school was accredited by the College Entrance Board, all high school teachers had credits above a high school diploma, and mid-year promotions were established to give the advanced child an opportunity to progress at his own speed.

Several new schools were opened during Superintendent Randall's administration and that of his successor, Superintendent George R. Gardner: Chamberlain, 1914; Webster Junior High, 1916; Lake Street, 1924; Perkins Ridge, 19-25; Stevens Mills, 1926; East Auburn, 1928; Walton Junior High, 1934. The

Walton School became an urgent necessity following the disastrous 1933 New Auburn fire.

In his concluding report in 1923, Superintendent Randall complained, "It is a continual handicap to the Senior High that many of the features of a modern school system like ours have to be dropped or unsatisfactorily modified to meet conditions in the Edward Little building." During the remainder of the decade, much of the energies of Auburn educators were expended in effort to gain approval for the building of a new high school. The need for larger quarters was apparent from the increase in graduating classes up to and through that period, and much of the burden of solution fell upon George R. Gardner, who succeeded Superintendent Randall in 1924.

The first plan was to find a new location so that athletic facilities would be adjacent to the school. Such a site could not be found at the time, and Dr. Jesse B. Davis of Boston University, hired to survey the need, recommended the construction of an addition to the existing building to include an auditorium, gymnasium, library, and other rooms to accomodate expected increasing enrollments. On July 25, 1929, ground was broken for the new structure with the expectation it would be completed for 1930-31 school year. A sad note shortly after the opening of the high school's addition was the death of Principal L. E. Moulton who had served the system for twenty-two years.

## School Busses and Hot Lunches

It was in 1930 that the first school bus was put into use. This provided transportation for pupils in the Lake and Turner Street areas, but as time went on other buses were steadily added to care for other schools. By 1968 the fleet of buses owned and operated by the city numbered twelve. This was supplemented by five buses obtained by contract with the Hudson Bus Company. The public school buses provide transportation for parochial school pupils from the same areas served by public schools.

Although school lunches were introduced in the local schools in the early thirties, also, the National School Lunch Act passed into law in 1946 gave the program its real impetus. Shortly after this the program in the Auburn Schools became a centralized one and it was at this time that Mrs. Norton became Supervisor and served the City most faithfully for many years. Upon her retirement in 1963, Mrs. Phyllis L. Murphy was appointed and in 1968, was still serving in that capacity.

Prior to the centralized program many persons joined forces to serve a hot lunch to school children. When Walton Jr. High School was opened, Galen Veayo, the principal, started to have soup served to supplement the cold lunches brought by the children. During the time that Mrs. Norton was Supervisor she was responsible for preparing meals for 700 children in the Auburn School System. One by one, schools joined the centralized program. By 1968, under the supervision of Mrs. Murphy, daily participation reached over 1700 with a program in eight schools, namely, Central, East Auburn, Fairview and Stevens Mills, Lincoln, Walton, Washburn, Webster and C. P. Wight.

### Deterrent Circumstances

The depression years of the 1930's and the war years of the 1940's had their impact on the Auburn schools in various ways. Salaries were reduced, a common factor throughout the nation. Less experienced teachers were employed out of necessity. Pupil cost was decreased. Defense work was instigated within the framework of the high school curriculum. Air raid protection was provided. A pre-induction course was added to the high school curriculum. Enrollment decreased throughout the system. However, Edward Little graduates won Freshman Scholarship Cups at Bowdoin College and the University of Maine. The school band won national acclaim and a curriculum study by Columbia University experts led to the introduction of a modern biology course.

The fire at Edward Little High School in 1943 created a substantial economic loss and a classroom problem. In this year, Superintendent Gardner retired after nineteen years in office, and was succeeded by Ralph Proctor, who had been the high school principal. He enlarged the business courses, established a machine shop course, instituted a basic reading program, and introduced a testing program for all grades. Lease of an industrial building on Washington Street for vocational classes temporarily eased space demands on the high school building.

When Superintendent Proctor accepted a position in Braintree, Massachusetts in 1946, Galen I. Veayo was elected to the superintendency. He had come to Auburn in 1934 to accept a position at Walton Junior High School, was later elected principal of Edward Little and was so serving when named superintendent. During his term of office (1946-53), Mr. Veayo was still plagued by the problem of the two men preceding him, that of securing and holding staff members in the face of low teaching salaries and high salaries in industry. The ever-increasing enrollment of pupils in Auburn schools called for more operating school space and considerable new construction. Besides adding to the Chamberlain, Lake Street, and Washburn Schools, a new building known as the Fairview School was erected on Minot Avenue, and another built at North Auburn was named the Charles P. Wight School.

The city purchased the Stephens residential property across Academy Street as an annex to the high school. The Home Economics Department was transferred to this location from the main building and so continued along with other classroom use. Later, the school department could not renew its lease of the vocational building on Washington Street. Renovation of the main building followed to take care of the Vocational Department in the sub-ground level of the High Street wing.

## Elementary Supervisor

Two major studies of the Auburn school system were made in the 1950's, the first by Boston University experts during the final year of Mr. Veayo's superintendency. Their suggestions included the recommendation that an elementary supervisor be hired. The second study was undertaken by Superintendent Robert Ireland, who succeeded Mr. Veayo in 1953. This was an evaluation of Auburn curriculum by the University of Maine and the State Department of Education. Under Dr. Ireland's direction, Auburn teachers cooperated in the curriculum study in an effort to unify "programs and practices in all schools". The recommendation of the first study was implemented by the hiring of Mark R. Shedd as elementary supervisor. He was instrumental in providing in-service education for Auburn's elementary teachers and in introducing team teaching in the Fairview School in 1959. Mr. Shedd was succeeded by Richard E. Babb in 1959.

Responsibility for implementing the findings of the Auburn curriculum study fell partially upon Lewis E. Webber who succeeded Dr. Ireland in 1956. Superintendent Webber's first report called for intensified use of diagnostic tests to determine individual problems and placed an emphasis on reading skills and vocabulary. Another measure was the expansion of special education classes for students who have difficulty learning in a regular classroom situation.

## New High School Essential

The need for more space at the high school became acute by the mid-1950's. Although the School Committee requested a new high school as early as 1956, a city-wide referendum on the proposal failed and soon double sessions were necessary. The proposal received eventual acceptance, and a new $1,895,000 building was built on Auburn Heights. The new high school dedicated in September 1961 as the Edward Little High School, had fifty-three classrooms and space for vocational training. It provided secondary school facilities among the best in Maine. The expansive grounds surrounding the building would allow the construction of other facilities as needed. Thus, an auditorium-gymnasium, and four classrooms were added in 1967. The old high school became known as the Auburn Central School and housed mostly sixth and seventh grades. One section became known as the Special Education School. The statue of Squire Edward Little was moved from its former site to a place of honor on the new school grounds. The school's Key Club made this its individual project.

## An Eventful Decade

The 1960's decade was an eventful one. The new building allowed expanded programs in industrial arts, business, language, and a modern library. Edward Little High was again accredited by the state. Modern math was introduced into the system. The facilities of the high school were made available to the University of Maine for its Continuing Education program, and in addition adult education classes were run by the Auburn School Department.

In 1964, Alfred N. Savignano, former Walton Junior High Principal, succeeded Arnold Westerberg who had served as ELHS principal for many years, including the first three years the new building was in operation. In 1965, for the first time, official department heads were approved by the Auburn School Committee, a need that had been recognized as a basis for curriculum improvement.

It is evident that Auburn's growth as a city has been paralleled by the growth of the city's educational system. In the 1860's there were slightly over 1000 pupils and about thirty teachers; in 1968, there were over 5700 pupils and nearly 250 teachers. When Auburn first became a city, few benefited from available educational facilities. In 1968, the school system has become an integral part of the community through the increasing use of facilities for adult education, as well as the development of more vocational-oriented courses.

Active parent-teacher organizations in connection with each school, a composite Education Council and the Auburn School Committee are lay groups that work closely together to maintain the high standards attained. They keep an ever watchful eye on the city's educational system in order to remain in stride with the best of the accepted practices.

*This resume, presented by courtesy of Superintendent Lewis E. Webber.*

## PAROCHIAL SCHOOLS

In addition to the public schools there were those maintained individually by the St. Louis and Sacred Heart Catholic parishes. These parochial schools conformed to all accepted standards of modern education with some additional requirements in catechetical and bi-lingual instruction.

The St. Louis School in New Auburn extended through kindergarten to Grade 8 and was conducted by Sisters of the Little Franciscans of Mary religious order. Sacred Heart parochial school, located at Minot and Western Avenues, extends its instruction through junior high school. Its teaching force was made up principally of Sisters of St. Joseph of Lyons.

There was also maintained at Sacred Heart School a Resource Center for Blind Children, a non-sectarian educational project for blind children. A similar center was earlier established in Portland, but extension of this service to the

Auburn location saved blind children in this part of Maine from travel to Portland. Sister St. Thomas was in charge of the Center at Sacred Heart School.

## CENTRAL MAINE VOCATIONAL TECHNICAL INSTITUTE

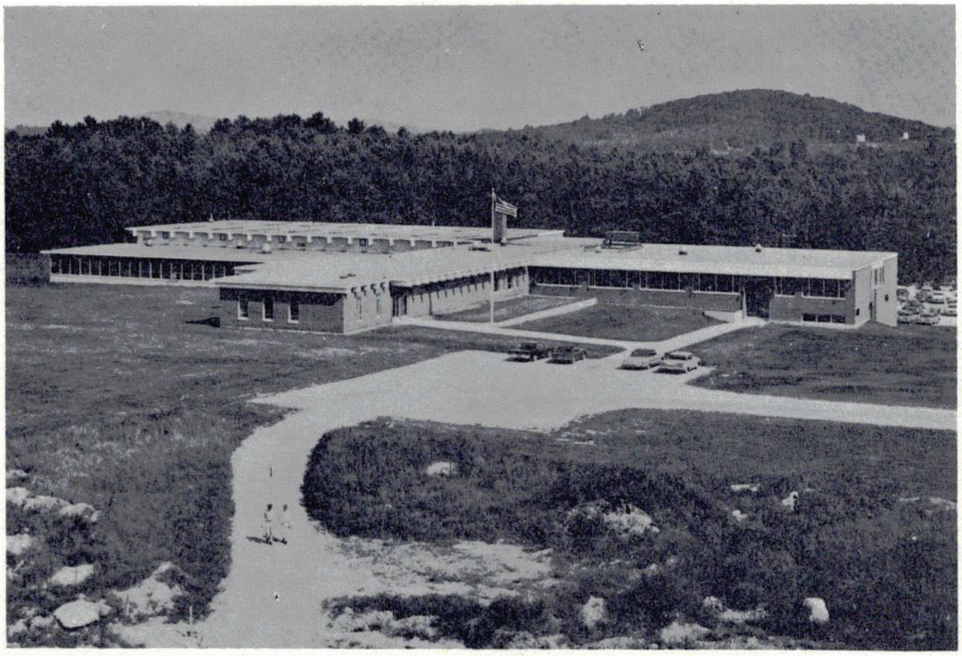
The initial start of post high school vocational technical education in Maine was the creation of the Maine Vocational Technical Institute in Augusta, by an act of the 1945 legislature, placing the authority for the operation of the school under the jurisdiction of the Maine State Department of Education. At the next session of the legislature, in 1947, a legislative document was introduced to establish a second vocational technical institute in the Lewiston-Auburn area. Although the legislation was introduced with every succeeding legislature, the second facility was not established until 1961, when Loring Air Force Base, in Presque Isle, became available to the State of Maine, and operation of a school there started in 1962. During the 101st Legislative session, in 1963, a legislative document, with an appropriation of $446,000, to establish a vocational technical institute in Auburn-Lewiston, was approved, sent to referendum, and passed in November, 1963; John H. Reed was Governor at the time, Warren G. Hill was Commissioner of Education, and John A. Snell was Director of Vocational Education. The legislation was introduced by Representative Louis Jalbert of Lewiston; The State Board of Education selected the site of the Auburn City Farm as the permanent location of the school. Captain Donald Moore, of Saco, was elected principal of the school in March, 1964; and the State Board of Education had approved the name of the school as Androscoggin State Vocational Institute. Mr. Nelson Ingalls was elected as the curriculum coordinator. Captain Moore shortly resigned as principal and was replaced by Mr. Arnold F. McKenney, of Dixfield, Maine.

The school opened in temporary quarters at 285 Main Street, Lewiston, in September of 1964, with seven instructors and forty-eight students. Four curricula were available: Auto Mechanics, Building Construction, Industrial Electricity, and Architectural Drafting. Evening school for industrial workers and foremen was opened in October of the same year.

### New Name — New Home

In December, 1965, the name of the school was changed to Central Maine Vocational Technical Institute; and in June, 1965, six students were graduated from the one-year Drafting Program. Dr. Herbert Brown, representing the State Board of Education, awarded the diplomas at the graduation exercises; and Judge Benjamin Butler, of Farmington, was the speaker. One hundred and thirty four industrial workers attended the evening programs during the first year of the school's operation.

The new facility in Auburn was started in April of 1965, but the school was



*Central Maine Vocational Technical Institute, construction completed and put into use on former Auburn City Farm tract in* 1966.

still in temporary quarters at the beginning of the second year. Thirty-six students returned for the second year and were joined by sixty-eight first year students. The same four curricula were available with nine instructors conducting the programs.

The 102nd Legislature, meeting in 1965, approved a new classroom wing for the school, with an appropriation of $285,895. The same Legislature approved the construction of a 57 student dormitory through a self-liquidating bond issue, which was approved by referendum vote.

The school moved to the new quarters in Auburn in January, 1966. The formal dedication was on June 6, with Representative Louis Jalbert making the major address. Mr. Kermit Nickerson represented the State Department of Education. On June 7, 1966, forty-five students were graduated by the school. Mr. Bernal B. Allen represented the State Board of Education and presented the diplomas, Mr. William Clark of Kennebunk gave the commencement address. Two hundred and fourteen had received certificates for the completion of trade, technical, or management courses.

### New Curricula — More Students

In September, 1966, ninety-one new students joined fifty-three second year students for an enrollment of 144. Two new curriculum offerings, Graphic Arts and Machine Tool Technology, were started. The school added five new instructors, bringing the faculty number to fourteen. Many new adult education programs were contracted for operation at the school and in various industrial plants in the area.

The new classroom wing, housing the Graphic Arts program, was opened in April, 1967. On June 7, 1967, in the Hasty Memorial Armory, sixty-three students were graduated by the school, sixteen of whom were in the industrial management course. Dr. Harold M. Kearney gave the commencement address, and Mr. Frank S. Hoy represented the State Board of Education. During the year 1966-67, 606 adults, representing many industrial firms, had enrolled and completed training programs.

On September 6, 1967, the school started with sixty-five second year students and 126 new enrollees. The dormitory was ready for occupancy in January, 1968. The instructional staff had been increased to nineteen; and the enrollment for the adult education program, representing industrial workers, was 1,085. Graduation was held at the Hasty Memorial Armory on June 5, 1968, with fifty-six graduates from the two year curriculum courses and sixteen from the courses in supervision, which were conducted at night over a two and one-half year period. The commencement speaker was William T. Logan, Jr., Commissioner of Education, and Mrs. Jean Sampson represented the State Board of Education and presented the diplomas.

In September, 1968, a practical nurse training program was added to the school curriculum; Miss Virginia M. Burnham, R. N., was named director of the program. Thirty-eight nurse applicants were enrolled in September, with eighty-eight second year students and 135 first-year enrollees. The staff of the school was at thirty positions. The adult evening programs had registrations of 875, and was expected to reach 1,600 before the year was over.

*CMVTI Material Provided by Principal Arnold F. McKenney.*

### AUBURN MAINE SCHOOL OF COMMERCE, INC.

On July 1, 1916, the doors of Maine School of Commerce were opened to those seeking vocational training to prepare for business, secretarial, and teaching positions. Howard W. Mann, a teacher at Edward Little High School, organized the school and became its first principal. The new school shortly became the parent institution of a chain located at Augusta, Bangor, Portland, and Presque Isle. Each establishment took the name Maine School of Commerce, preceded by the name of its local site. Auburn Maine School of Commerce has retained its original name in spite of periodic considerations to adopt some alternate form.

Maine School of Commerce was a pioneer in the training of business teachers in the State of Maine. Its course was approved by the State Department of Education, graduates were certified to teach in Maine high schools or academies, and transfer credit was extended by the University of Maine and other institutions. Many Normal Training graduates earned eminence for themselves in this state and in others. The teacher training course continued until 1964, when more expanded, degree-granting programs came to be offered in the State.

Early subjects to train accountants and secretaries included the basics, such as accounting, banking, typewriting, shorthand, commercial geography, stenographic office practice, rapid calculations, spelling, English grammar and rhetoric, and history of commerce. Development of a graceful, often delicately shaded, form of penmanship was considered a valuable accomplishment. Many responsible leaders in the various fields of business and of government have emerged from the ranks of Auburn Maine School of Commerce as alumni.

In the early 30's major changes in the Maine School of Commerce chain took place. Each institution was offered to its principal for individual ownership. The parent location was purchased by Agnes Craig, of Auburn, a graduate of the local school. She assumed the principalship, and under her married name, Agnes Craig Seavey, gained prominence on the East Coast as a Maine business educator. She served as an officer and as a member of the Board of Directors for several regional and national associations. She continued in her leadership capacity until her death in September, 1962.

An interesting sidelight was the use of the school facility at the time of World War II as a source for the registration of all males in the area. Three twelve-hour sessions were held, each for a designated age group.

On July 1, 1963, Robinson I. Whitney, a teacher at Edward Little High School and a graduate of Stonehill College with a Bachelor of Arts Degree in mathematics, purchased the school and became the third principal. Several new courses were offered, including Practical Salesmanship, Medical Secretarial, and Legal Secretarial. All courses were placed on a two-year basis, and the emphasis continues to be the development of well-adjusted, vocationally-competent young men and women.

The school was incorporated on December 1, 1966, with a 5-member board of directors, with Principal Whitney as the first president under the new status. The location of Auburn Maine School of Commerce at 53 Court Street came within Auburn's Great Falls Urban Renewal area, so, after 52 continuous years at the same location, the school moved to its first campus in September, 1968. The former George Lane estate on East Hardscrabble Road overlooking the Auburn entrance of the Maine turnpike was purchased and renovated, and for the first time in the school's history, non-resident students moved into dormatories in the fall of 1968.

AUBURN MAINE
SCHOOL OF
COMMERCE

*A woodsy cove near entrance to campus of Auburn Maine School of Commerce, relocated in 1968 on slope overlooking Portland Highway and Auburn interchange of Maine Turnpike.*

*Auburn Maine School of Commerce material provided by Principal Robinson I. Whitney.*

## UNIVERSITY OF MAINE IN LEWISTON – AUBURN

Adult education at the college level was made available in Auburn as part of a regular program offered by the Continuing Education Division of the University of Maine in September, 1963. The division was created by the University Trustees to offer university related educational programs during evening hours to accommodate adults who were fully employed during daytime hours. The title Continuing Education Division was chosen to imply the philosophy of educational continuity rather than the extension of programs designed especially for the college age student.

All courses offered through the division for degree credit were controlled by the appropriate academic dean or division head. Only those faculty selected by the appropriate dean or division head in Portland or Orono were available for teaching C.E.D. classes. Approved courses carried University credit which could be applied toward a degree by students who have been admitted to a degree program.

Prior to the creation of the C.E.D., most off-campus courses were offered by the College of Education and were directed toward teachers; but with the coming of the C.E.D., it became apparent that many people other than teachers wanted to be able to qualify for a degree on either a part-time or full-time basis. To meet this need, the C.E.D. expanded its program and established five additional centers serving approximately twenty-five locations within easy commuting distance of most people in the state.

One of the first centers was located in Auburn, in 1963. The program developed rapidly from eighteen courses in the fall semester of 1963 to fifty courses in 1968. Within a short time, the need for a summer program led the C.E.D. to inaugurate summer sessions in 1966. The first two summer sessions in Auburn offered evening courses only; but starting with the summer of 1968, daytime courses were added to the program.

The enthusiasm which greeted the establishment of the center by Auburn, Lewiston, and surrounding communities led the C.E.D. to enlarge the program and name a full-time director. Arnold G. Westerberg, former principal of E.L.H.S. was named to the position. The C.E.D. program in Auburn was further expanded in 1965, and the Auburn Center was given branch status with the title of University of Maine in Lewiston-Auburn. The effect of this was to give Auburn, Lewiston, and surrounding communities a two-year commuter college at no obligation to the city other than providing a meeting place.

Special library services being essential to college study, the Board of Trustees of the Auburn Public Library for the first five years made the large room on the second floor, formerly the Children's Room, available to the University as a branch library. Mrs. Ella Drummond of Auburn was placed in charge of the UMLA Room, and the University provided a basic collection of books needed to support college courses and augment the excellent general collection already on hand in the Auburn Public Library. The University also supplied special collections for the reserve shelf as requested by the instructors to supplement the permanent collection. Inter-library loans were also arranged for individual students engaged in research.

In addition to serving as a library and reading room for college students, the UMLA Room also became a classroom. Since most C.E.D. students were adults with jobs or duties at home, many were not free to use the library until afternoons and evenings. Consequently, the UMLA Room was seldom used in the morning, and this made it possible to offer occasional daytime classes other than Saturdays for persons unable to attend at night.

Course offerings reflects a preponderant interest in liberal arts, education, and business. It was possible for students to earn credit for two years or more in these areas. Engineering students could take basic courses in mathematics, drawing, and electives.

Some graduate level courses were also offered for those working toward advanced degrees, teacher certification, and other academic goals. Non-degree courses in business management and electronic data processing programs were also offered. They might be taken on an individual course basis as determined by the student's interest or to earn a certificate by completing a complete program.

*U. of M. Continuing Education material provided by L. A. Center Director Arnold G. Westerberg.*

## MANPOWER DEVELOPMENT TRAINING

Edward Little High School shop and classrooms served as the site for the first area Manpower Development and Training Program, which in 1964 had workers in basic sheet metal layout and fabrication. Instructors retained by the Manpower Development and Training Program conducted the courses under the supervision of Paul Boothby, head of the Department of Industrial Arts and Vocational Education, and the general supervision of the Superintending School Committee and Superintendent Lewis Webber. The program demonstrated the cooperation which has prevailed between local school personnel, the Maine Employment Security Commission, the State Department of Education, and the U. S. Department of Labor and Health, Education and Welfare.

Early in the development of Manpower Development and Training Programs, the Maine Employment Security Commission proposed and, in conjunction with the Department of Education, developed the concept of multiple skill training for prospective shoe workers, the basis for the Lewiston-Auburn Shoe Training Center.

The "Shoe School," as it came to be known, was operated in the Cummings Building from its inception in February, 1963, to its closing, early in 1967. During its operation a large number of people were trained in several projects. Placement records compiled by the Maine Employment Security Commission substantiate the value of this enterprise. The center finally closed, in 1968.

Quarters for training in the automotive and mechanical skill occupations were made available at 155 Main Street, Auburn, in 1965, through the cooperation of the Auburn Savings Bank and Charles Levin, a local realtor. Projects training auto service station mechanic, auto repair mechanic, auto front end brake and alignment mechanic, auto body repairman, were operated in this center. The sheet metal training program, formerly operated at Edward Little High School, was moved to the automotive training center to avoid a conflict of hours when Edward Little shops could be available for MDTA training. Such projects as small engine repairman and linoleum and carpet installer and oil burner repair and installation mechanics were also offered at the center. From the time the center opened until it closed in 1968, some 373 trainees were enrolled in numerous projects.

*Manpower Development and Training material provided by Director William H. Dunton.*

# Chapter 13

## AUBURN PUBLIC LIBRARY

### AUBURN PUBLIC LIBRARY

For seventy-eight of the one hundred years of the history of the City of Auburn, the Auburn Public Library had grown and given service with the growth and development of the city.

From its inception in the minds of a group of interested citizens in 1890, a committee under the auspices of the Auburn Board of Trade was appointed to plan for a library and devise ways and means for its establishment, with Nathan W. Harris as Chairman, and Jeremiah W. Mitchell as Secretary. The Committee recommended that "the library should be a working library, having the best books of reference, and the standard works of the principal writers of history, economics, art, biography, belles-lettres, poetry, philosophy, travel and fiction; to cooperate with the schools and to serve the entire community."

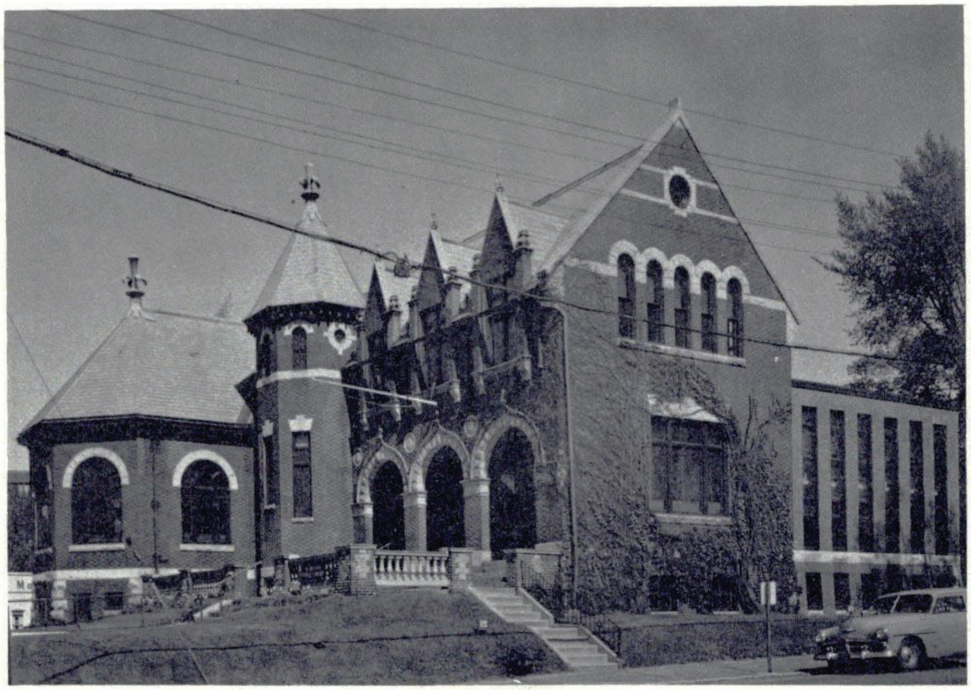
Permission was granted by warrant to form a corporation under the provisions of the Revised Statutes of the State of Maine. By-laws were adopted, pursuant to the requirements of which the first Annual Meeting was held, and the first Officers of the Corporation elected were: President, Ara Cushman; Clerk, Jeremiah W. Mitchell; Treasurer, Nathan Harris; 2nd Vice President, George H. Brown and Charles S. Yeaton; Auditor, George P. Martin; shortly thereafter succeeded by Samuel F. Merrill; Trustees, John A. Morrill, W. W. Stetson, A. M. Pulsifer, George P. Martin, J. W. Beede.

For the first few years support was derived from generous private subscriptions and life memberships, and from a small charge for the use of books. The first memorial gift, $500.00, was given by Mrs. Angela Smith Whitman for the purchase of books in memory of her father and mother. Special lectures and programs were planned for fund-raising. Gifts of books and money began coming in from individuals and organizations.

In 1891 the Library was opened to the public in two rooms on the second floor above the Auburn Trust Company in the old Elm Block on Court Street near Main, with Miss Annie Prescott alone in charge. Resources were 2,150 books and 30 newspapers and periodicals. Soon 383 regular subscribers were registered, and the daily average circulation was 41 books, with a total of 1,472 in the first three months.

The first appropriation from the City of Auburn was $500.00 received in 1893, which made possible added resources, and the hiring of three part-time student assistants.

On Wednesday night, January 10, 1894, a fire in the Elm Block damaged



*Auburn Public Library* (1904), *showing stack room addition built in* 1956.

the offices of the Auburn Trust Company on the first floor, but the Library above escaped serious damage. All books and records were saved by being moved to Robinson's Drug Store next door. The building was closed for thirteen days for repairs.

The next year the Library was made free to the public in consideration of a $1,000.00 appropriation from the City. With this, and continued gifts and donations from individuals and groups, the Library resources grew. It meant a great deal to the citizens to have so handily available such a storehouse. Reference work was carried on from the start to fulfill the stated purpose of the Library. Much material was used in the building rather than circulation. A new department was established with the gift of twenty-nine volumes of music from Mrs. Arthur Schmidt of Boston, a follower of E. W. Hanscom's concerts.

Increasing work and resources demanded more adequate quarters. In 1898 the Library was moved to the entire second floor of the Orra Davis House on Court Street at the corner of Mechanics Row, which was then being used as the City Building. To the staff was added one full-time assistant.

In 1904, through the efforts of the Library Trustees and the City Officials, arrangements were made with Andrew Carnegie for the present building on land made available by the City, at the corner of Spring and Court Streets; this building has since been in continuous service to the citizens of Auburn, except for short periods: in 1911 during the flu epidemic, in World War I during the fuel shortage, and necessary days for moving. Room by room the large new building was equipped, until in 1940 every one was in use.

Through the years various changes and improvements have been made in the building as needed: gas lighting to electric to fluorescent; new flooring; oil heating; steel shelving replacing wooden stacks; expansion of the Children's Department to the second floor with its own Librarian in charge. It was not until 1956, however, that the first major change in the building was made, when a special appropriation of $85,000.00 from the City provided an addition which included a new first-floor Children's Room with separate entrance, a work room, a fireproof periodical room, a newspaper storage room, and three floors of additional stacks.

The Library has been the recipient of some unusual gifts: (1908) a large bronze memorial tablet of Lincoln's Gettysburg Address from Alfred King of Arlington, New Jersey, a former member of Company K of the 17th Regiment of the Maine Volunteer Infantry, and Auburn members of the Company; (1940) a permanent loan to the Library of a large and excellent copy of Raphael's Transfiguration by arrangement with Miss Anna L. Dingley; (1955) a shadow box little wax works of a Dickin's scene from Willis A. Trafton, Sr.; (1956) a Freedom Shrine of historical documents from the Auburn Exchange Club.; (1950) from Ernest J. Wessen, a collection of rare books of the sea in memory of his father, Alfred James Wessen.

The first bequest to the Library, $2,000.00, was received under the will of Nancy Hill in 1912. The book endowment funds now number twenty-eight, with a book value of $106,913.00. A memorial gallery of these benefactors has been established in the Reference Room at the Library.

In 1934 the first woman member of the Board of Trustees was elected: Mrs. J. Bartlett Bibber.

In all procedures the aim of the Auburn Public Library has been to measure up to standard Library practices, according to state and national library association requirements.

A special department of the resources contains Maine state, town and family histories.

From 1953 the local newspapers on microfilm had been purchased for permanent filing. A long range program, was begun in 1965, to replace the time-worn bound newspapers of past years with microfilm copies. A microfilm reader was also made available for these.

For several years in the unused second-floor rooms, a library and study hall for Continuing Education Division students was conducted under the auspices of the University of Maine.

The latest development for the more efficient service and greater interlibrary cooperation in the state was the installation of a teletype communications system made available through the Maine State Library.

Needless to say it is impossible to include in limited space the long and illustrious list of all who have contributed through gifts and service to our Library. The Auburn Public Library has been fortunate in its many dedicated workers. To name long-term staff members: Miss Annie Prescott, first Librarian, served 27 years, from 1890 to 1917; Miss Georgiana Lunt, 48 years, 1917-1954, as Librarian, and from 1953 - 1965 as a Trustee; Miss Martha Beckler, Assistant Librarian for 35 years, 1921 - 1956; Miss Gail Whitehouse, as Children's Librarian for 41 years, from 1921 to 1962. The present Librarian, Miss Amy Sherman, served as Assistant under Miss Lunt for ten years from 1944-1954, and on her retirement, succeeded her as Librarian.

Of the present Board of Trustees the long-term members are: President, Edwin W. Adams, Trustee for 38 years and President for 16 years; Clerk Emeritus, James E. Philoon, Trustee and Clerk for almost 50 years; Treasurer, Millard C. Stevens, Trustee and Treasurer for 15 years; John E. Libby, Trustee for 22 years; Miss Olive A. Morrill, Trustee for 20 years; Mrs. George C. Wing, Jr., Trustee for 20 years; Edward M. Field, Trustee for 14 years.

In 1890 the bookstore numbered 2,150 volumes; in 1968 it was 70,000. The first operating budget was approximately $5,000.00. The 1968 budget is $64,500.00.

Thus through its seventy-eight-year history, through fire and epidemic, in war times and depression years, the Auburn Public Library has faithfully served its founding purpose; to make available substantial resources for the educational, recreational, inspirational and practical needs of all the citizens of Auburn and surrounding communities, and is a real part of the history of our city.

*Contributed by Miss Amy Sherman,*
*Librarian, Auburn Public Library*

# Chapter 14

## THE LAWYERS AND THE JUDGES

THE Androscoggin County Bar Association held high and honorable place among like organizations throughout Maine and country wide. Auburn members distinguished themselves in the legal profession, six having risen to the Supreme Judicial Court of Maine, three to its Superior Court, and one to become Chief Justice. Albert R. Savage, who, after serving 16 years as an Associate Justice of the Supreme Judicial Court, was appointed as Chief Justice on April 9, 1913, serving as such until the date of his death on June 14, 1917.

Albert Russell Savage was born in Ryegate, Vermont, December 8, 1847, the son of Charles Wesley and Eliza M. (Clough) Savage; came to reside in Auburn in 1875; and was admitted to the Androscoggin bar on April 29 of that year. In 1882 he served as County Attorney; from 1885 to 1888 he was Judge of Probate; and he served as Auburn Representative to the State Legislature from 1891 to 1893. He was one of the corporators of the Maine Bar Association, approved March 6, 1891, by the Maine Legislature, and served as one of its vice presidents. He was Mayor of Auburn from 1889 to 1891.

Another from Auburn who became an Associate Justice of the Supreme Judicial Court was Charles Wesley Walton, born December 4, 1819, in Mexico, Maine. After being admitted to the bar, in 1843, he established a law office in Auburn, and in 1861 was elected to Congress from this district. While so serving, he was appointed Associate Justice of the Supreme Judicial Court, replacing Justice Seth May, May 14, 1862, and held this position for 35 years. He died January 24, 1900.

A third Supreme Judicial Court Justice was John Adams Morrill, born in Auburn, June 23, 1855, son of Nahum and Anne Isabella Morrill; graduated from Bowdoin College, A. B., in 1876; received his A. M. degree in 1879; and his LL. D. in 1912, a similar degree being conferred upon him by the University of Maine in 1920. His admission to the bar, February 12, 1880, was followed by a career of public service in Auburn, to which he was appointed by the Maine Legislature on March 21, 1901; again in 1903; and reappointed April 4, 1913, as sole Commissioner to revise and consolidate the public laws of the state. He prepared the 5th and 6th revisions of the Public Laws of Maine. In 1918, he received appointment as an Associate Justice of the Supreme Judicial Court of Maine, where he served until 1933, the last seven years as Active Retired Justice with a resident office in the Androscoggin County Court House. Justice Morrill died August 24, 1945, at the age of 90 years.

*Albert R. Savage, Chief Justice of the Supreme Judicial Court of Maine,* 1913-1917.

Harry Manser had earned the title of "Judge" from previous service in the Municipal Court of the City of Auburn before his first appointment to the Superior Court bench to succeed Justice Henry W. Oakes, in 1928. In 1935, he was elevated to the Supreme Judicial Court and reappointed in 1942 as Active Retired Justice. He was born in England, April 20, 1874, son of William and Eliza (Canham) Manser; was admitted to the practice of law on September 19, 1896, at the age of 22 years. He served as a member of the Maine State

Board of Bar Examiners from 1914 to 1928. Keenly interested in community affairs, Justice Manser was a member of many local organizations and served as vice-president of the State Y.M.C.A.; as trustee of the Auburn Home for Aged Women; and as president of the Auburn Savings Bank. His death occurred in Auburn, February 20, 1955.

At the time of this publication the County Building in Auburn was providing office space for two local members of the bar who were serving as Associate Justices of the Supreme Judicial Court: Justice Donald W. Webber and Justice Armand A. Dufresne, Jr., the latter, although Auburn born, now a resident of Lewiston.

Donald Wedgwood Webber was born in Auburn, November 19, 1906, the son of George C. and Fanny (Saunders) Webber. He graduated from Auburn schools; Bowdoin College, A.B., in 1927; Harvard Law School, LL.B., in 1931; and was admitted to the Maine bar in 1931. His appointment to the Superior Court bench in 1948 came from Governor Horace Hildreth; his elevation to the Supreme Judicial Court in 1953, from Governor Burton Cross; his reappointment from Governor John H. Reed, in 1960; and a second reappointment, September 1967, from Governor Kenneth M. Curtis. Justice Webber was a former member of the Maine Board of Bar Examiners. He was nationally prominent in affairs of the Congregational Church and the United Church of Christ.

Armand A. Dufresne, Jr., was born in Auburn, January 17, 1909, the son of Armand and Emelina (Couture) Dufresne. He graduated from Montreal University, A. B. in 1930, and from Boston College Law School, L.L. B., in 1935. He was admitted to the practice of Law in Maine in 1936. Prior to his appointment to the Supreme Judicial Court bench, August 24, 1965, Justice Dufresne served on the Superior Court bench from October 1956 to the date of his elevation to the Supreme Judicial Court. Prior to that, he was Judge of Probate in Androscoggin County, from January 1945 to October 1956; and County Attorney, from 1941 through 1944.

Superior Court was first created in Androscoggin County through an Act of Legislature, in 1917, to be presided over by one resident judge, not to be used as a circuit court throughout the state, as it later was.

Henry W. Oakes, born in Auburn, April 26, 1857, the son of Dr. Silvester Oakes, a leading physician of his day, and Hannah (Kilbourne) Oakes, received his appointment as Judge of Superior Court of Androscoggin County from Governor Milliken and served in that capacity until 1928. Justice Oakes, a graduate of Bates College, had been sub-master at Edward Little High School. The honorary degree of LL.D. was conferred upon him by Bates College in 1928. He was County Attorney in 1893-1894. Justice Oakes died on September 14, 1937.

Creation of this new Superior Court also called for the appointment of a resident stenographer. Alta Allen Mottram, daughter of George A. and Emma

Oakes (Moore) Allen, of the Perryville section of Auburn, was so appointed, becoming the second lady court reporter in the state, a position which by 1954 resulted in 36 years of service including successive appointments after Superior Court became a state circuit system.

Two others from the legal profession in Auburn to receive appointments to the Superior Court bench include the late Justice Leonard F. Williams and Justice Charles A. Pomeroy, an Auburn native, who is now residing in the vicinity of Portland.

Leonard F. Williams, born in Webster, Maine, January 6, 1901, son of Rev. Leonard S. and Susan (Stinchfield) Williams, came to Auburn in the early thirties after graduating from Suffolk University Law School. His first appointment to the Superior Court bench was by Governor Burton M. Cross, in 1953, to succeed Justice Donald W. Webber who had been elevated to the Surpeme Judicial Court. He was serving his second term at the time of his death, March 30, 1964.

Charles Alonzo Pomeroy, born in Auburn, December 20, 1914, son of Charles R. and Jennie (MacPhee) Pomeroy, graduate of Edward Little High School and Columbus University, Washington, D. C., was admitted to the Maine bar in 1936. His first appointment to the Maine Superior Court was by Governor Edmund S. Muskie, September 28, 1956. He was reappointed in 1963, and is now serving in his second term.

Others have distinguished themselves in the Maine Legislature or other State offices, among whom were George C. Wing, Jr., and Willis A. Trafton, Jr., who became Speakers of the House; and Neal A. Donahue, who was an assistant Attorney General from 1942 to 1962.

Within the realm of municipal administration, resident Maine attorneys have served as City Solicitors of Auburn; and in addition to Albert R. Savage, the following were Mayors of Auburn during the years indicated:

| | | | |
|---|---|---|---|
| William W. Bolster | 1893 | George C. Wing, Jr. | 1934, 1935 |
| Nathan W. Harris | 1896, 1897, 1898 | John G. Marshall | 1946, 1947 |

Auburn City Solicitors included William Wheeler Bolster, who served three years, and:

Nathan W. Harris
George C. Wing
Seth M. Carter
Tascus Atwood
John A. Morrill
Albert R. Savage
Jeremiah W. Mitchell
Charles B. Mitchell
James A. Pulsifer
Henry W. Oakes
Ruel W. Smith
George C. Wing, Jr.
Carl F. Getchell
Donald W. Webber
Charles A. Pomeroy
Leonard F. Williams
Frank W. Linnell
John G. Marshall
David V. Berman
Israel Alpren
G. Curtis Webber

Auburn members of the legal profession have held numerous county offices. The first county attorney, Charles W. Goddard, was followed by Charles W.

Walton, who later became associate justice of the Supreme Judicial Court. Others to serve as county attorney were:

| | | | |
|---|---|---|---|
| Thomas A. D. Fessenden | 1861-1862 | Henry W. Oakes | 1893-1894 |
| Augustus M. Pulsifer | 1870-1873 | George E. McCann | 1899-1900 |
| George C. Wing | | Benjamin L. Berman | 1921-1922 |
| Wallace H. White | | Benjamin L. Berman | 1925-1926 |
| Albert Russell Savage | | James A. Pulsifer | 1923-1924 |
| Tascus Atwood | 1885-1886 | Fred H. Lancaster | 1927-1930 |
| Jesse M. Libby | 1887-1891 | Harold L. Redding | 1931-1932 |
| Edward J. Beauchamp | 1949-1954 | | |

Registers of Probate from Auburn included Nathan W. Harris; Fred O. Watson, 1891 - 1908 and 1920 - 1932; and Ruth Fogg Perkins, 1952.

Those who became Judge of Probate were Nahum Morrill, who was appointed March 29, 1854; Edward Tappan Little, June 1859 to January, 1864; Enos T. Luce, from 1868 to April 7, 1871; Cyrus Knapp, appointed upon the resignation of Judge Luce and subsequently elected to the office for one term was resident of Auburn from September 1873 until October 1875, when he returned to Livermore Falls. Then followed Albert R. Savage, 1885 - 1888; John Adams Morrill, 1913 - 1918; Benjamin L. Berman, 1929 - 1931; and Fred H. Lancaster, 1933 - 1940.

Those serving as Clerks of Courts have been Josiah Dunn Pulsifer, 1855 - 1867; Isaac W. Hanson, 1891 - 1892; and James E. Philoon, who held that office from 1935 to 1947, and who in 1968 maintained his law office at his home on Summer Street.

Resident Auburn attorneys practicing in Lewiston in 1968 included David V. Berman, who served as Auburn City Solicitor 1945 - 1946; and his nephew, C. Martin Berman, who was a representative to the Legislature from Auburn from 1959 to 1962. Judge Benjamin L. Berman, also a member of the Berman, Berman and Berman law firm, died August 7, 1967.

Harold L. Redding, John C. Crockett, and John Platz, of Auburn, were practicing in Lewiston. Charles H. Abbott was connected with a Lewiston law firm. Edwin Michniewich, who was a complaint justice for the two cities, was also connected with a Lewiston law firm.

In the downtown section of Auburn are two well-established law firms, comprised of a total of seven attorneys: Frank W. Linnell, Paul A. Choate, G. Curtis Webber, and John R. Linnell, of Linnell, Choate & Webber; Willis A. Trafton, Jr., L. Damon Scales, Jr., and Jack O. Smith of Trafton, Scales and Smith.

Marguerite L. O'Roak studied law in the office of Fred H. Lancaster, was admitted to the bar, and in 1968 was maintaining her law office at her Auburn residence, on Sheridan Avenue.

Edward J. Beauchamp, who was county attorney from 1949 to 1954, a resident of Auburn, maintained a law office in Lewiston.

Men of the legal profession who contributed to the civic growth of Auburn in earlier years were Nahum Morrill, who came here from Durham in 1835. Edward Little, (1763-1849); Edward T. Little, (1809-1867); George C. Wing and his brother Charles Wing, who came to Auburn from Livermore Falls; Charles Blanchard Carter, (1880-1927); Wallace H. White, Jr., (1877-1952) a United States Senator from Lewiston, later a resident of Auburn; Liberty W. Hutchinson, (1844-1882) who lived in Auburn from 1867 to 1876 and was a member of the Auburn School Committee; Ruel Washburn Smith, (1875-1956); Samuel O. Foss, Jr., (1880-1943). Alton C. Wheeler and Robert T. Smith maintained a law office in Auburn on Main Street for a time just prior to 1932.

## AUBURN MUNICIPAL COURT

Before Auburn became a city, Justices of the Peace and of the Quorum, and Trial Justices, were empowered to act as magistrates in certain relatively minor cases, both civil and criminal.

In 1869, a police court was established in Auburn. During its existence of six years, it was presided over by two judges, Nathaniel French, who served from 1869 to 1873, and Thomas J. Howard, who served from 1873 to the 8th day of March, 1875, when the newly created Municipal Court of the City of Auburn went into effect through an Act of Legislature. Richard Dresser, one of six lawyers listed in 1869 as having offices on Court and Main Streets in Auburn, was the first judge named.

In 1891, Auburn Court sessions were held in Phoenix Block, and Jeremiah Wesley Mitchell, Auburn native, was appointed Judge to succeed Judge Dresser, who had resigned. Judge Mitchell continued in the position up to the time of Harry Manser's appointment, in April, 1903.

The Legislature of 1891 increased the jurisdiction of the municipal court in Auburn, making it a court of record and providing for the appointment of a clerk for a term of four years. Albert Edward Verrill, long-time resident attorney in Auburn, was the first to be appointed as authorized by the revised charter, serving at this post up to April 1, 1928, except for a period from December 21, 1916, when Fred H. Lancaster was named to the position by Governor Oakley C. Curtis. In 1921, Attorney Verrill was again appointed as clerk.

A further provision of the revised charter required that the city of Auburn "provide a suitable court room, conveniently situated and appropriately fitted up and furnished, in which to hold said court." In 1894, the mayor appointed a committee to investigate the expediency of procuring a larger Municipal Court room. This resulted in the signing of a lease on August 6th for rental of "the sections of Goff Block, so-called, over the westerly end store, embracing all of

*Associate Supreme Judicial Court Justice Harry Manser, as he was best remembered by his many friends, especially in recalling when he was Judge of Auburn Municipal Court.*

the second floor west of partition wall, at an annual rental of $230, to be put in condition for occupancy by the Lessors."

On April 17, 1903, Harry Manser received his first appointment as Judge, from Governor John F. Hill; his second, from Governor W. T. Cobb, on April 16, 1907.

Harrie L. Webber, appointed in 1911 by Governor Frederick W. Plaisted to succeed Judge Manser, was reappointed in 1915, continuing on his second term in office to the time of his death August 23, 1918. Judge Manser was his successor as of September 18, 1918, and was reappointed September 22, 1922. It had been in the Municipal Court of the City of Auburn, over which he was to later preside for a period of sixteen years, that Harry Manser, born in Hever, Kent County, England, became a citizen of the United States on April 20, 1895, on his 21st birthday.

The present Auburn City Building, referred to as the "Old Grammar School Building", was taken over as a city building May 3, 1920. In 1919, on March 17, there was discussion before the city council in regard to moving the municipal court to Auburn Hall. The report was negative, and the lease on Goff Block was taken for a term of three years with option to renew at expiration. A city report of 1921 shows that the space in Goff Block was sublet, so that the city would no longer be responsible for the rental, and the municipal courtroom was located in the new city building.

Judge Neal A. Donahue (1889-1967), beginning in 1926, served two four-year terms, up to September 30, 1934.

On April 1, 1928, during Judge Donahue's term, Charles F. Adams was appointed to succeed Albert E. Verrill as clerk, and Adams received successive appointments to the office over a period of twenty years, up to July 17, 1948. He then agreed to serve as Clerk pro tem until his replacement could be named, and remained in office until August 16, 1948, when Thomas E. Day, Jr., became his successor.

James A. Pulsifer (1866-1952) served one four-year term as Judge beginning October 22, 1934.

Next in line to preside over the Municipal Court was Judge Frank W. Linnell, senior member of the Auburn law firm of Linnell, Choate and Webber. His first appointment was by Governor Lewis O. Barrows, October 25, 1938; and he remained in office for two four-year terms.

Alonzo Conant (1914-1962), received three successive appointments as Judge of the Municipal Court in Auburn, taking his first oath of office on November 19, 1946, the day after he had completed duties as enforcement director for the Maine State Liquor Commission.

Responsibility for support of the Auburn Municipal Court was transferred from the City to the County of Androscoggin in 1953 when it was stipulated that a rental of $125 per month would be paid by the County for use of the Court Room in the Auburn City building. City Manager Bernal B. Allen, in making this report to the Council, stated that this factor would result in a saving of approximately $6,000 or more annually, for the city.

Judge Irving Isaacson, resident at Barkley Place, Auburn, was the last appointed judge of the Auburn court prior to the introduction of the District Court System. He continued to serve for a full four-year term which expired in November, 1962. Because the new system was then operative in the state, it became necessary to name an Associate Judge to fill in until the system was to become effective in this area. Judge Isaacson then returned to the full-time practice of law with Brann & Isaacson with which he had been associated since 1946.

In the 1950's, as changes had been made in the municipal courts, the office of Clerk was abolished and provision was made for a court recorder to take over the duties. In 1958, Thomas E. Day, Jr., resigned from this position to take up full-time practice of law in the Lewiston office of John A. Platz, and John W. May was named to succeed him. Later, another change became effective, namely, to abolish the office of Court Recorder and to name Associate Judges to act as recorders for the Court, the associates so named to substitute for the Judge of the Court whenever it was necessary for the latter to be absent from the Court room. The changes were in title principally, as previously the clerk, then the recorder, finally the associate judges, exercised the same powers.

John Walker May became the first in Auburn to be appointed as Associate Judge of the Municipal Court, receiving this appointment November 12, 1958, from Governor Edmund S. Muskie; confirmed by the council seven days later. John Walker May was born in Auburn, June 30, 1926, the son of Seth W. and Sarah (MacIlwraith) May. Associate Judge May died suddenly, June 9, 1961. Judge Irving Isaacson, on September 21, 1961, by a special provision of the statute, appointed G. Curtis Webber, to fill the unexpired term of the late Judge May.

Within the state, a district court was established in 1961 by Legislature to replace all municipal courts and all Trial Justice Courts in the state. The change-over in each district became effective as soon as the last judge in that district had completed his term of office. In those courts where a judge had completed his term, and if other courts in the district were still active under the old system, it became necessary to make temporary appointments of Associate Judges to preside over the court until the district court system should become effective.

In the case of the Municipal Court in Auburn, the term of Judge Irving Isaacson had been completed in November of 1962; Judge Paul Cote, of the Lewiston court still had three more years to complete his term. Therefore, L. Damon Scales, Jr., Auburn attorney, was appointed as Associate Judge, November 28, 1962, to serve as long as the municipal court in Auburn should continue, or until the new District Court System should become effective in the Eighth District. On February 3, 1965, the Eighth District Court opened its first session at Lewiston with Judge Israel Alpren, former Auburn City Solicitor, at the bench. This marked the ending of the Municipal Court in Auburn, as well as the Municipal Court in Lewiston. The Eighth District Court, meeting in Lewiston, would have jurisdiction in the two cities and in the towns of Poland, Minot, Greene, Durham, Lisbon, Lisbon Falls, Wales, and Webster.

*Compiled by Mrs. Monona B. Clifford*
*and Miss Thelma White*

*U.S. Representative William D. Hathaway, from the Second Maine Congressional District, returned to office for a third term in the November* 5, 1968 *national election.*

AUBURN CONGRESSMEN

In all of its history, only three Auburn men have been elected to the Congress of the United States, and two of them served in the 37th Congress, in 1861. The latter were Charles W. Walton, who resigned during his term as a Representative to Congress to accept appointment as an Associate Justice of Maine's Supreme Judicial Court; and Thomas A. D. Fessenden, who was elected to fill the vacancy.

The third Auburn resident to become a Congressman, 103 years later, was William D. Hathaway, elected to the 89th Congress from the Second Maine District, in 1964; and reelected from the same District (enlarged), in 1966, and again in 1968. As were the other two, Hathaway was a practicing attorney. Although Walton and Fessenden were Republicans, Hathaway was a Democrat. He served four years in the Army Air Force during World War II, rising from private to captain. As Navigator on a Liberator bomber, he was shot down over Ploesti and was a prisoner of war in Roumania for three months. He graduated from Harvard College, 1949, and Harvard Law School, 1953.

Auburn takes community pride in the long career of Wallace H. White, Jr., as a Representative to Congress and in the United States Senate, by reason of his eventual adoption of Auburn for his home town. The official records show him a resident of Lewiston at the times of his elections.

# PART III

## COMPONENTS OF THE COMMUNITY

## Chapter 15

## THE NEIGHBORHOODS

### THE MINOT GROUPINGS

THE relationship of the Goff's Corner village, by the falls of the Androscoggin River, to Auburn's history has already been made clear. Although it set partly in the Town of Minot and partly in that of Danville, it was to become the principal business center when Auburn became a town by itself, and finally a city.

Other neighborhoods that now comprise Auburn may be generally divided into two groups, those that used to belong to the Town of Minot and those that were in the Town of Danville. Among the former are West, North, and East Auburn which range about the respective shores of Lake Auburn; and Perryville, a widely built-up section immediately to the north of the city center, which derived its name from Dimon Perry, the first settler in that area. In years past, Perryville was noted for its 4th of July celebrations, which involved a long day-time street parade with a night-time fireworks display at Auburn Athletic Park, where Sampson's Supermarket, Fantastic Fair, Park Motor Mart, and Roundhouse Motel were located in 1968. When the last parade was staged, in 1925, it halted during the placing of a memorial plate on the Dimon Perry house at Whitney and Vernon Streets.

An area surrounding the present junction of Park Avenue, Summer Street, Mt. Auburn Avenue, and Wilson Road was once known as the "Gowell Neighborhood" because the John Gowell family first settled there, where the Park Floral Company is now located. In an adjoining field there long remained the original frame barn of the Gowell farm.

The Merrill Hill and Stevens Mills neighborhoods have been accounted for in connection with the Goff's Corner settlement. As the municipality grew, more neighborhoods developed. In the beginning, the area about Goff, James, Pine, Pearl, and Oak Streets was known as Fossville. Park Hill was a residential section on a height of land between Washington Street and Minot Avenue.

Another neighborhood related to the city proper and of somewhat early development is that nestling by the riverbank along Newbury Street, southeast of the city center. This was built up mainly by Irish families who came during the late 1840's when the first railroad line was being constructed through Auburn-Lewiston. At first, they built little houses on the riverbank land immediately below the falls, land that belonged to the Franklin Company, the corporation which had taken over all that remained of the land and water power rights of the Little estates. Eventually, the corporation found other use for this land, and the owners had to move elsewhere. A few moved to Lewiston; others, to Newbury Street in Auburn.

## WEST AUBURN

The land beginning by the marshes at the southern end of Lake Auburn and extending over the ridge, bordering the west side of the lake, is West Auburn. To the north, is North Auburn; to the west, is Minot. A second ridge is called Perkins Ridge. These areas were in what was East Minot, and settlers began arriving in 1789. Then came the families of James Packard, Asaph Howard, John Crafts, James Perkins, Azel Kinsley, Daniel Kinsley, Nehemiah Packard, Mathew Packard and Cyrus Alden. In 1805, the first Congregational Church was erected, adding to a

*The Moses Crafts house, where the first case of shoes for the first Maine shoe factory was cut; later owned by Sidney A. Hutchinson and still standing in* 1968 *at West Auburn.*

store, a stage depot, a saw mill, and a blacksmith shop. The post office, established in 1833, was first listed as Nason's Mills.

In 1835, the first shoe factory was built. Asaph Howard was president, Elipalet Packard was clerk, and Nehemiah Packard and Charles Briggs were directors.

In 1842, the first Auburn town meeting was held at the Congregational Church. Five years later, the structure was razed and a new one built, in addition to a second church, to accommodate the Universalists of the neighborhood. The name of the post office was changed to West Auburn.

During the 1850's, 1860's, and 1870's, the village was booming,. There were two stores, a blacksmith, lumber dealers, a harness dealer, clergymen, and a physician. There were two primary schools (one on Perkins Ridge) and a grammar school. Several of the village's young men served in the Civil War.

When the railroad came to Auburn proper, in 1848, the shoe businesses soon left West Auburn to be nearer the transportation for their goods. Therefore, from the 1890's through the first part of the 1900's, in West Auburn and Perkins Ridge, shoe business activity depreciated.

Only a few homes that were built in the 1800's had burned or been razed. The majority were remodeled, to make West Auburn and Perkins Ridge an attractive place of fine Colonial homes.

The Grand View House, a large four-story building which had 60-70 rooms, was opened for summer visitors in 1882. It was razed in 1918.

During the World Wars, West Auburn sons served honorably. Also, during the First World War a Red Cross Unit was formed and was active until the end of the Second World War.

The Congregational Church was an important part of the early community, and its women's group, continued to be active. Many of the West Auburn residents joined the North Auburn Grange in the early 1900's; and, as a result, the inhabitants of West and North Auburn became better acquainted.

The Wallingford families were interested in apple growing; and Perkins Ridge, instead of being farmed, became covered with apple orchards, much of the fruit being shipped to New York, Boston, and Philadelphia. The West Breeze Corporation purchased the Bancroft Wallingford orchards in 1968.

As a modern accomplishment, Perkins Ridge got a new business in 1961, "Lost Valley". It provides a recreational touch to the area, where thousands of ski enthusiasts of all ages meet.

## NORTH AUBURN

North Auburn, which nestles between West Auburn Hill and Dillingham Hill, looks out upon the lake. From various points on Dillingham Hill, one may see the Buckfield Hills and Turner to the north; the Androscoggin River to the east; and Mt. Gile and the city of Auburn to the south. To the southwest, one sees Lake Auburn and Minot Ridge, with the White Mountains lying on the horizon.

The early settlers, 1787-1790, of North Auburn and Dillingham Hill, were on the original land grants. Those that stayed for any length of time were Daniel Briggs, Jr., Timothy Bailey, Simeon Caswell, Jeremiah Dillingham, John Dillingham, Jeremiah Dillingham, Jr., Noah Hersey, Asa Haskell, Gersham Holmes, David Hood, Joseph Johnson, Jacob Leavitt, Dimon Perry, Alexander Munroe, John Staples, Rogers Terrill, George Townsend, William True, James Willis, and Zenas Whitman.

During the first 18 years of the 1800's, the mill rights in North Auburn were bought by Isaac Brett, who later sold them to Timothy Bailey. Mr. Bailey and his descendants owned those lands until the last of that century. History tells us that those years were lean and hard, but most of the settlers on Dillingham Hill stayed.

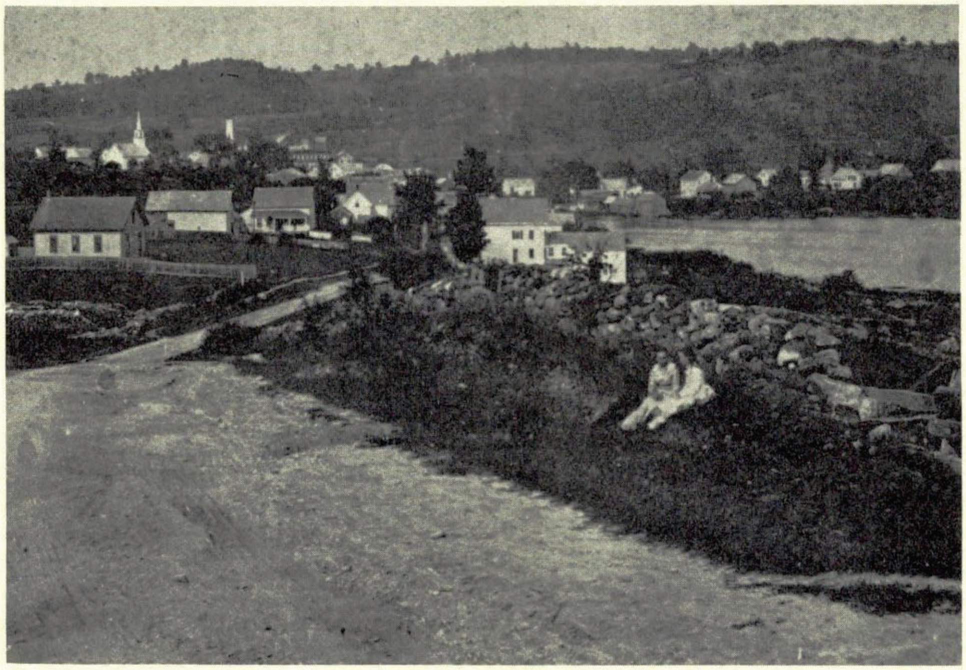
In the years 1820 through 1830, times were prosperous. New homes were built and businesses came. Nehemiah Packard erected a stone dam and a saw mill across the inlet of Lake Auburn. In 1825, Joseph Sargent established a tannery along this same inlet. A fulling mill and a furniture shop were constructed there, too. From 1830 to 1840, children of the early settlers were marrying and starting out on their own. Many sons stayed on their fathers' lands and built homes of their own. Timothy Bailey's married sons and daughters built on the north side of the inlet, an area that now comprises one-half of the village. Daniel Briggs gave land to his sons, and they settled north of the home place in what is now part of Turner.

The 1840's brought in shoe businesses. In 1848, John Cobb and Moses Harris opened what was probably the first shoe factory in North Auburn. At this time, there were also mills for lumber, tanning, and fulling; a grist mill, a furniture shop, a store and milliner shop, a hotel, a school, and Doctor Joseph Keith.

There had been small cemeteries on the lake side of the hill, on the Turner side of the hill, in the village, and near the outlet of Little Wilson Pond. In 1852, a Cemetery Association was formed and land was bought for a large cemetery outside the village.

These years of the 1850's, 1860's, and 1870's were progressive ones for the little village and Dillingham Hill. In 1858, the Methodist Episcopal and Universalist Churches were built. A Town Farm was erected on the side of the lake by Harlow's Point. There were in the '60's about 300 inhabitants, 46 dwellings, 1 hotel, 2 stores, 1 saw mill, a primary school, another school (built on Dillingham Hill to accommodate the children there), and a small library. A regular stage route ran through the village from Lewiston and Auburn. The stage carried passengers, mail, and often shopping-list articles, procured for the village housewives by the stage driver. Also, at various times, there were trucking businesses to the city and to other towns. In 1868, the Methodist Episcopal Society bought a parsonage in the village, and maintained it until 1924, when it was sold.

1861-65 brought the Civil War years, and North Auburn men responded in large numbers.



*A picture taken between* 1880-85 *looking down on North Auburn Village from Greene's Hill on the road to West Auburn.*

A grammar school was constructed at the top of West Auburn Hill for the children of North and West Auburn. A large shoe shop was built in the middle of the village, and every house was filled with shoemakers from all sections of the country. In 1874, the citizens of North Auburn and Dillingham Hill formed a stock company and began operations as a shoe factory. It did a large business, until, it closed, about 1880. During summer months, in the last years of the century, hotels became fashionable. North Auburn had the Lake

Auburn House, built in 1878 on the west shore of the lake. It was this hotel (See chapter 19) that had the first telephone in the village, in 1881.

In 1880, a handtub for fighting fires was given to North Auburn, and the citizens built a place to house it, with a hall upstairs, calling it Engine Hall. In this new building, many dances and meetings were held. It also was the voting place for Ward 1 of Auburn, until the voting was moved into the city proper. It burned, however, in 1916, and a Grange Hall was built to take its place.

Because North Auburn was not on the railway, which came to Auburn proper in 1848, the shoe businesses left the little village. During the last decade of the 1800's and the first twenty years of the 1900's, several of the homes were either burned or razed, including the fire house, shoe shop, and two hotels, all of which burned. There remained two stores, a canning factory, and a saw mill. But the citizens continued their jobs and their farming, knowing that times were changing. The Hill had many large farms that prospered until the end of the Second World War. The organization of the Patrons of Husbandry grew, and the community affairs centered around this and the church. Holidays and fairs were celebrated with families getting together and enjoying games, dramas, dances, and parades.

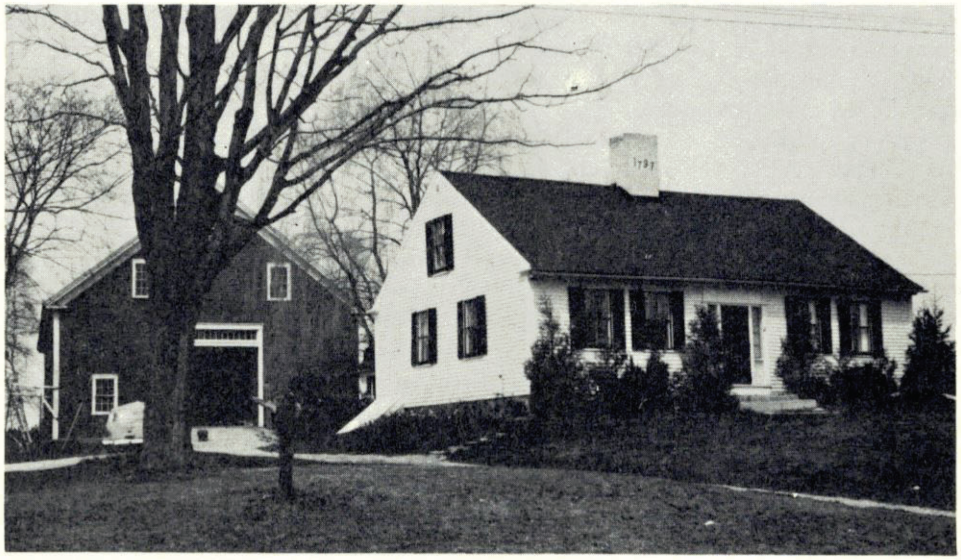
Organizations were abundant in the village. The women of the Methodist Episcopal Church formed a Women's group in 1867, and this organization was still active in 1968. The Universalist Church membership dissolved around 1920, and the building was razed in 1925. Tranquil Lodge started in North Auburn, in 1818, but moved to the city in 1847. The Patrons of Husbandry grew and prospered. There was a strong Temperance group; and in 1918 a Red Cross unit which worked through the two World Wars was formed in North-West Auburn. In 1900, another ladies society was formed, the "Argonauts". Throughout the years, other active organizations have been: Boy Scouts, Girl Scouts, Methodist Young People, and (in the 80's) "The North Auburn Fur Company". During both World Wars, sons of North Auburn served honorably.

In the 1930's, the Auburn Water District bought much of the land around the lake shore and planted pine trees as a water shed. Whereas before this time much of the land was cleared for crops and cattle, now pine groves enclosed the lake. Roads were tarred, a trip to the city was only 15 minutes away in summer or winter, and consequently North Auburn and Dillingham Hill became attractive suburbs.

*West and North Sections*
*Contributed by Mrs. Charles H. Wight*

## EAST AUBURN

The village of East Auburn is located about three and one-half miles north of the county courthouse in Auburn, at the outlet of Lake Auburn. It was settled in the late 1700's as a part of Minot, and was for some time called Berry's Mills, later referred to as Vickery's Mills. Most accounts credit Samuel Berry of Cobbossecontee as being the first white settler in the village. He was granted a large tract of land at the lake outlet, recorded as lot #45. It has been reported that this grant was made in consideration of Mr. Berry's enlisted service as a scout and guide on the historic Arnold Expedition. William Briggs, from Dighton, Massachusetts, settled here in 1797 and in the same year, built a frame house for his large family. This house still stands, just south of the Baptist Church on Turner Street, and is the present beautifully restored home of Mr. and Mrs. Egbert Sewall. Some other early settlers were Thomas Chadbourne, Elijah Fisher, Arauna Briggs, John Dillinghamp, Elisha Record, William Francis, Thomas Lombard, Zenas Whitman, John Townsend, and Noah Waterman. Descendants of some of these families are still to be found residing in East Auburn.



*The William Briggs House, built in* 1797, *as restored and in* 1968 *still occupied by Mr. and Mrs. Egbert Sewall.*

The Waterman family is worthy of special note. Noah Waterman, a Revolutionary soldier, came from Halifax, Massachusetts, with his three sons, and settled on what is now called the Waterman Road. The operator of the Waterman family farm in 1968, Charles E., was the sixth generation to till this same soil. Few families can claim such a record.

From the beginning, the settlement became an important industrial center. Power for water wheels was supplied by the outlet stream from the lake, then called Wilson Pond. A grist mill was built by Samuel Berry as early as 1793. Later, he built a saw mill. William Briggs erected a second grist mill about 1797. Also among the earliest industries was a bobbin mill, located somewhere on the stream. This fact accounts for the naming of the outlet Bobbin Mill Brook, a name still in use. Exact location of this bobbin mill is not now known. A carding mill was built by Zenas Whitman, in 1827. This was located by the lower bridge over Bobbin Mill Brook, behind Hall's Market in 1968. A cider mill was later established on the site of the carding mill. A grist mill was operated for many years by the Vickery family, and the same building was more recently occupied by Hall's Market. Bradford & Conant Company ran a furniture factory on "Bob Brook" for many years. In 1821, they reported making three hundred chamber sets annually. A peg mill was operated 1846-1866 by Earl Blossom. There were also the usual blacksmith shops and small shoe shops.

An account of 1859 reported the following business enterprises: "several shoe shops, two stores, two shoe factories, one brush factory, one carding machine, one peg factory, one grist mill, one saw mill, one shingle, one clapboard, and one planing machine." Also manufactured were shooks, sugar boxes, staves, bobbins, shoe pegs, and brushes. In 1869, the year of Auburn's incorporation, C. White reported manufacturing brushes worth $10,000. During this period a dam was located at the lower bridge over the brook. Thus, the entire length of the brook through the village was flooded to a much greater depth than the running stream evident in later years. A wooden foot bridge, which spanned the brook, was for many years a landmark, referred to as the "slip" by older residents. It was allowed to fall into disrepair and in 1918 was removed.

The East Auburn Ladies Circle, founded May 8, 1849, an organization of the East Auburn Baptist Church, was still active in 1968.

The changing times during the early part of this century caused East Auburn industry to either close or move. With electricity and modern engines for power, the water-driven factories were no longer practical. Industry moved to the city to take advantage of railroad transportation.

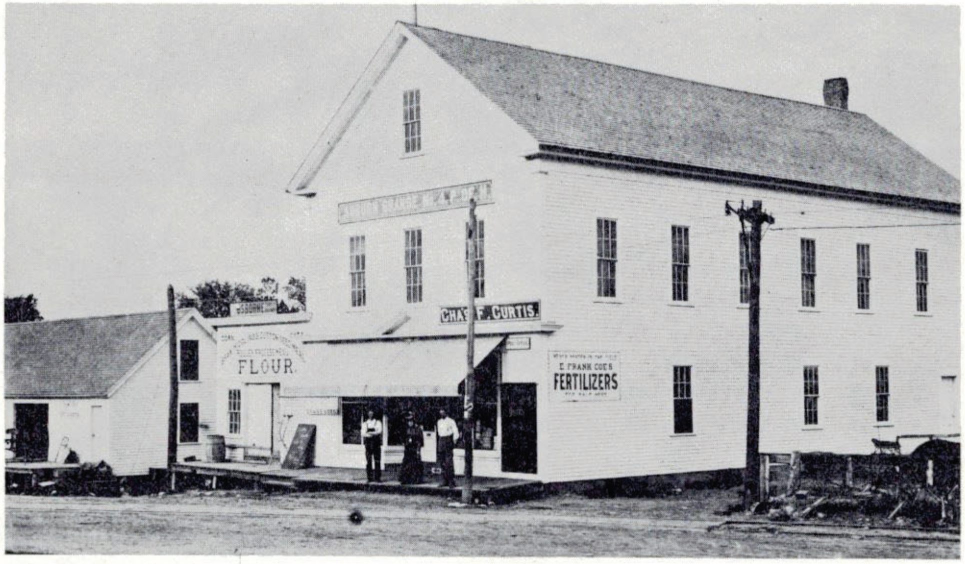
Thus, during the past one hundred years, East Auburn has changed from a pioneer industrial center to a bustling resort area, and finally to a quiet suburban residential village. With the building of new homes, and the tendency of business to move again from the city in recent years, East Auburn increasingly blended into the larger complex which makes up the City of Auburn.

### Monument on Mt. Gile

On the west side of Mount Gile stands a granite monument bearing the following inscriptions: "M. Louise Green. Ae. 22 yrs., daughter of Jonas & L. M. Green, of Peru, Maine. A student of five years at Kent's Hill, a member of the College graduation class of 1866, who perished here in May, within two weeks of graduation. A martyr to the prejudice and caprice of man. 'Heart breaking, dearly beloved adieu.' 'I could have died for one friendly hand grasp and thought it happiness to die.' "

Almost hidden by a large boulder, this monument stands approximately fifty feet west of the old county road leading from East Auburn over Mount Gile, at one time called White Oak Hill. The site appears forgotten and neglected. The iron fence, erected by her father, which once enclosed the lot, is rusted and partially dismantled. M. Louise Green died here, victim of suicide poisoning.

On May 23, 1866, only two weeks short of her graduation, Miss Greene was called into the office of the headmaster. The charges against her, which she openly admitted, were taking clothing which was not hers, possessing a skeleton key, and stealing $5.00 from a classmate. She was advised to return home to her family at once. She left on the stage for Lewiston, bought poison, and disappeared. The story of her disappearance spread rapidly, and searches were conducted without success. Her body was discovered by accident that October.



*When the Grange Hall and a store combined in one building at East Auburn, about* 1895; *on the platform the store people, Carroll and Mildred Lowell and Charles F. Curtis, storekeeper.*

Arguments concerning her death raged for years. Her parents bitterly charged the school officials with responsibility for her decease. Her father published a pamphlet, "The Crown Won But Not Worn" or "M. Louise Greene, A Student of Five Years at Kents Hill, Maine." School officials defended their position with a pamphlet entitled "Libel Refuted and Reply to Greene's Pamphlet, by the Trustees of the Maine Wesleyan Seminary, Kents Hill."

The late, well-known Auburn attorney Judge George C. Wing, Jr., some years later wrote a booklet containing his personal opinion as to the details of the event.

### Fish Hatchery

A place of interest and pride in the area for many years was Maine's first fish hatchery, located about one and one-half miles north of the village, off the Turner Road.

The Lake Auburn Fish Protective Association was organized in 1890, and incorporated in the following year. Its first president was Henry H. Hanson. A weir and house were built near the bridge on the Turner Road at East Auburn that same year. In 1895, the Association became affiliated with the Maine Fish & Game Commission. Land was purchased on Townsend Brook; and the state built a house, stable, and other facilities.

The first superintendent was a Mr. Merrill, who served from 1890 to about 1896. Henry O. Stanley, who had served as superintendent for twenty years, was killed in 1916 by one of two deer kept on the grounds. Harlan K. Curtis was then engaged, and he remained until the hatchery was closed in 1952.

When at its height, the Auburn hatchery ranked as one of the finest in the state. Over the years, many thousands of trout and salmon were released into Townsend Brook to swim their way into Lake Auburn.

In recent years, control of the land was taken over by the City of Auburn. For several years in the early 1960's, the property was leased by the Androscoggin Fish & Game Association. In the summer of 1967, the Auburn Recreation Department conducted, on the old hatchery grounds, a nine-week program for pre-school children, age three to five. Swimming instructions were given at the shallow spring-fed pool, and playground equipment was installed.

### East Auburn Community Unit

The East Auburn Community Unit, Inc., was organized early in 1949 as the East Auburn Men's Club. Officers elected that year were president, William Tiffany; vice-president, Richard Williams; secretary, Roscoe Clifford; treasurer, Arthur Plummer; directors, Dwight Rideout, Ralph Wagg, Laforrest Dyer, Arthur Strout, Richard Howard, and Carl Getchell. The purposes of the organization, as set forth in its bylaws, was to encourage the development and beautification of East Auburn and conservation of its natural resources by recommending the appropriate use of land, whether public or private; insure safety from fire and other dangers; lessen traffic congestion; promote playgrounds; and facilitate proper care, use, and supervision of the stream and pool located in East Auburn, soliciting funds for such purpose if necessary, and at all times act in cooperation with the Auburn Water District, the City of Auburn Police, Planning Board, and other municipal officers. Additionally, the organization committed itself to sponsoring programs for the youth of East Auburn when it reflected improved education and physical well-being.

Membership totaled about 83 in 1968. Members had to reside within the territorial limits of East Auburn, or else have an interest in the community and be sponsored by a member. Officers for 1968 were: president, Richard Hanlon; vice-president, Glendon Burgess; secretary, Gordon Carver; treasurer, Bryant Tribou, Sr.; board of directors, Eugene DeCoster, Francis Violette, Roger Marshall, Richard Williams, and Roland Saucier.

The hall of Auburn Grange #4, at East Auburn, had served as the principal meeting place throughout the years. Through an agreement with the Grange, the Unit assumed responsibility for the major part of the upkeep of the hall. A game room with pool table has been set up on the first floor. Every Thursday, beano games were held in the dining hall.

Maintaining the "old swimming hole" at the lake outlet has been one of the major club projects. A metal fence, provided by the Unit, was installed at the pool. In the fall of 1967, while the outlet was drained for a state highway project, considerable work was done building a two-hundred foot beach along the west side of the swimming area. Rocks were bulldozed out and the pool bottom generally improved. Plans call for a future general recreation area in the wooded area at the outlet.

On the East Auburn School grounds, a ballfield has been constructed and playground equipment supplied by the Unit. Boy Scout, Girl Scout, and Cub Scout Troops, as well as a Little League baseball team, have been sponsored. It had also established two $100 scholarships at Edward Little High School.

In addition, the Unit sponsored the Little World's Fair, which had been held noon to midnight on the second Saturday of each August. This was formerly held on the village square across Route 4 from the old hotel building. Several years ago it was moved to the lake shore, near the entrance to the old Lake Grove. The fair included games, rides, a bean hole supper at the Grange Hall, and a band concert. An added attraction for the past several years had been seaplane rides on Lake Auburn. Many hundreds of people attended this annual event.

A ski area for young people was being maintained on the north slope of Mt. Gile, in 1968. This was controlled by a separate, affiliated corporation called Mt.

Gile Ski Tow, Incorporated. Land for this activity was leased from Roland Saucier.

In 1965, the Unit purchased a large lot of land, north of the East Auburn School, adjoining land which had been previously acquired. Plans have been formulated for erecting a club building on the new lot.

*East Auburn Section*
*Contributed by Norman E. Rose*

## THE DANVILLE NEIGHBORHOODS

What used to be the Town of Danville, had come to comprise three of the principal sections of the City of Auburn, all of which lay south of the Little Androscoggin River. At the northwest corner of the combined area, a railroad junction and adjacent settlements still were identified by the Danville name. To the east, where the Little and Big Androscoggin come together, was New Auburn, one of the most thriving business and residential areas in the whole city. And to the south, was an extensive rural area known as South Auburn, reaching southerly to the Durham, and westerly to the New Gloucester town borders.

These three sections, or neighborhoods, were rich in history, including that of the old Danville years and what each had acquired since Danville was annexed to Auburn in 1867. The old Danville part of it covered a period reaching back more than 40 years before there was an Auburn, when Danville Corner was a bustling center and stagecoach stop. The town had five taverns; and, along the road from Durham, there were two ferry crossings of the Big Androscoggin, plus a bridge over the Little Androscoggin for travel convenience to Goff's Corner.

The road from Durham, and the one that came down the hill from Danville Corner, joined in the area now called New Auburn, before the Little Androscoggin River was crossed. This road junction also was near the landing place of a ferry from Lewiston, the one originally started by Paul Hildreth, Lewiston's first settler. These features made it a natural location for trading establishments, among which the first were the grain and lumber business of Phineas and Henry Frost.

## DANVILLE

Andrew Robinson Giddinge, an early settler, will always be known as the most prominent citizen and largest landholder in the old Town of Danville. In 1968, his large square house was still standing at Danville Corner. He served the entire area in many ways: as trial justice, as surveyor and writer of deeds and petitions, and as inn keeper. He was noted for his talent as an artist, a draftsman, and a keeper of a diary.

Squire Giddinge married twice; first, to Anna Lane, who died in 1798, leaving a son and two daughters; second, to Elizabeth Parsons, who died in

1831, leaving two sons. Anna, eldest of the children, married Colonel Nathaniel Ingersoll, a prominent and influential citizen of the town. The Squire's son, George P. Giddinge, was the first Danville youth to go to college. He graduated from Bowdoin in 1823, was ordained in the Episcopal Church, and was a principal founder of Lewiston's Trinity Church. Some of his other children married and lived at "the Corner" for a time, but none of the Giddinge name resided in Danville or South Auburn in 1968.

Andrew Robinson Giddinge died June 22, 1847, at the age of 84. During his entire lifetime, Danville Corner, on the hilltop, was the town's principal center. When in 1848 the railroad came through, the flatland to the west of the hill became the center of activity, and Danville Junction became so named because of a junction of the Maine Central Railroad and the Canadian National Railway. In 1874, the Lewiston and Auburn, or Grand Trunk, branch railroad entered the line.

Danville Junction became the principal arrival point of guests of Poland Spring when that famous summer resort was in its prime. The Canadian Railway had a beautiful brownstone station there, which was torn down a few years ago. "The Junction" was the remaining business section in that part of the former town, which has a grocery store, a postal station, a grain business, and a large brickyard.

Many newer features of Auburn were within what used to be Danville. Among them are Auburn-Lewiston Municipal Airport, a large structural concrete plant, Holiday Inn, the Auburn interchange of the Maine Turnpike, Martindale Country Club, the new campus of Auburn Maine School of Commerce, a restaurant, a motel, and a store.

The Marston's Corner area was within the bounds of West Danville and still related to the Danville neighborhood. The Marston's Corner Baptist Church was originally known as the Minot, Poland, and Danville Free Baptist Church. Before Danville ceded all of its land north of the Little Androscoggin River to Auburn in 1859, the Littlefield's Corner area (formerly Nason's Mills) was included in Danville.

The remaining northwestern section of Danville is set off somewhat by itself, as is New Auburn to the northeast, but there is no definite dividing line between either of these and South Auburn, the farming and rural residence section. They just blend, one into the other.

## NEW AUBURN

For all intents and purposes, New Auburn was founded by the Little Androscoggin Water Power Company which, in 1872, built a dam to harness the river at the rugged rapids in that vicinity; and, a year later, a four-story brick mill to use the water power that it produced. The cotton textile mill, known as "the Barker", started operation in 1874; but its building had previously attracted new residents to the area. The locality was first known as Barker's Mills.

The corporation, as was the custom in those days, erected buildings to house its employees. Other than farms on the outskirts, there were only seven buildings in the area at that time. George Byron, an alderman, school committeeman, and policeman, recalled to his family that when New Auburn was opened to settlement, his father, Edward Byron, constructed the eighth house, at 120 First Street, as Riverside Drive was known for many years. Later, Byron built homes at 126 and 130 First Street. All three were destroyed in the 1933 conflagration.

The houses that preceded that of Byron were the home of Eddie Huard, 77 Seventh Street, occupied by the mill agent; 80 Dunn Street, owned by Antoine Belanger; 35 Fifth Street, Mrs. Jacqueline Tardif; house opposite that of Belanger, Noel Moulin; large building in field off Sixth and Pulsifer Streets, Helwig family; one at Sixth and Pulsifer, owned many years by the Hyman family. A grain store stood at Pulsifer and Mill Streets, present site of a state liquor store.

Edward Byron was superintendent of the Barker Mill's gas manufacturing works and its yard boss. Gas was used for lighting purposes in those pre-electrical days. Byron laid out the streets in New Auburn for the Little Androscoggin Water Power Company, and subsequently lots were sold and settlement began on a rapid scale. Streets bisecting numbered ways were named for power company directors – Pulsifer, Cook, Gill, Dunn, Roak, Loring, Foster, and Bolster. Brook got its name from a little brook coursing through the area. Broad Street was the main thoroughfare; thence its name.

Byron came to this country from England, with many other immigrants, to work in the local textile plants. Soon, on First Street were several English families – Chippendale, Unsworth, Booth, Wood, Cliff, Monk, the Wilkinsons, and the Waltons. Immigrants also included a number of Irish families: The Minnihanes, Nugents, Cullinanes, Mangans. The Franco-Americans became leading businessmen of the community: Duponts, Vincents, Renys, Beaucages, Laberges, Derosays, Lemays. At one time, most of the members of the city's Jewish community lived in New Auburn, stores being operated by Shapiros, Silvermans, and Bakers. There were Polish and German settlers, the Leber, Timerhus, and Delekto families among them. New Auburn was somewhat cosmopolitan for decades.

In the beginning years, George Byron recalled, New Auburn was a paradise of a sort. Centuries of river flooding had made the banks of the Androscoggin so fertile that one might have a large and productive garden by doing hardly any work. Wild grapes of good eating quality grew in abundance, and the river teemed with fish. Farmers coming to market from South Auburn and Durham provided many of the "extras."

A ferry crossed the Androscoggin near the site of the present South Bridge. The New Auburn end of the bridge was then an island, and the Little Androscoggin flowed around it. Telesphore "Tom" Plante, New Auburn's first barber, used to tell of how he brought his household goods from Lewiston in a rowboat when he came to establish a home in the new settlement.

Many Auburn residents remembered the pleasant sounding bell in the Barker Mill tower. It was placed there in 1874 to call workers to their jobs and was not removed until 1942 when it was donated to the War Production Board in World War II.

New Auburn grew fast. A Congregational parish had started with a Sunday School in the New Auburn, or Barker's Mills, area in 1873; and five years later its church edifice was built on Sixth Street. The influx of French Catholic families caused the pastor of Saints Peter and Paul Parish in Lewiston to establish a combined chapel and school in the new community in 1891, soon after adding a convent for the nuns who would teach there. By 1902, Right Reverend William O'Connell, Bishop of Portland, ordered a church to be organized there, and thus grew St. Louis Parish.

The advent of Jewish people into the business and neighborhood life brought about the forming of Beth Abraham Congregation and the construction of its synagogs, a succession of three, due to two damaging fires that occurred in the course of years. The principal store of the community from 1894 to 1966 was that of the dry goods business of Moses and Jacob Shapiro, brothers, who held the respect and affection as well as the patronage of more than four generations of New Auburners.

### Big Fire and Rebirth

The year 1933 is shared by many of the 1968 New Auburn firms as a milestone in their business histories. On the afternoon of May 15, 1933, this community was swept by a conflagration, which destroyed 249 buildings, wiped out the heart of the business section, left over 2,000 people homeless, and caused an estimated loss of over $2,000,000.

Of the firms contributing since to the community's lively economic activity, many date back before the tragic fire of 1933. Jimmy's Gas Station, corner of Broad and Mill Streets, reopened for service a few hours after the fire, using the undamaged underground tanks for fuel service and an automobile for an office. Dussault's Pharmacy reopened on December 2 of that year; and Pontbriand's, where the fire started, was rebuilt in the same location and opened for business in the fall of 1933. Laberge Bros., corner of Broad and Second Streets, one of the area's oldest food markets, went into operation in March of 1934 in the largest of the new constructions, a three-story complex of businesses and apartments.

*On left: A Broad Street look through Williams Square in New Auburn. On right: A peek into Raymond Park from South Main Street; park named in honor of Joseph O. Raymond, New Auburn booster, and dedicated in* 1933.

The A. P. Saindon Company handled the settlement of over a quarter of a million dollars of claims from the sun-parlor of the Saindon home. The branch office of the First Auburn Trust had been opened in 1928 at its present location at Broad and Mill Streets. Typical of its concern and service to the community, a temporary office, a block away, was in operation three days after the fire.

Always recognized as a community of spirit, New Auburn enterprises transformed from the ashes of ruin a new business complex that is a credit to their pioneering zeal.

### New Auburn Community Association

A motivating force in co-ordinating these resources was the New Auburn Community Association. Founded in February of 1933, the officers were Joseph O. Raymond, President; Albert H. Dussault, 1st Vice-President; Harold R. Rollins, 2nd Vice-President; Hector O. Lafayette, Secretary; and Donozar Dupont, Treasurer. Executive Committee: Ernest Shapiro, Edward Kenney, Louis Vincent, Eugene Thibeault, and Alfred Legendre.

A first anniversary newsletter of this association has a hint of modern urban renewal and business development projects: "This organization was founded for the betterment of the community, and has been fortunate to be successful with it's projects to revitalize the economic life of the area. At this time the New Auburn Community Association is very pleased to invite new industries to New Auburn. The Association especially urges former residents of New Auburn and other prospective builders to come to our new community to build and live. There are plenty of good building lots and also a very great demand for apartments. In rebuilding streets, sidewalks, parks etc., the city government is following the most modern ideas and plans which improve to a great extent the appearance of New Auburn. Come to New Auburn to live, and enjoy life."

The continued interest and contribution of the organization to the community was evidenced by these "Highlights" of its regular meetings as reported in the Lewiston *Sun-Journal.*

April 1933: Favor McFadden plan for reduction of valuation . . . Vote shows wide majority for Wilson School site opposed to school board plan to locate elsewhere. . . Citizens ask for water supply.

June 1933: Hold flag raising ceremony at new Raymond Park.

Sept. 1933: Plan reception and dinner-dance in honor of Mr. and Mrs. George Laganas, owners of the Barker Mill.

Nov. 1933: City promises new water main in spring.

May 1934: Association demands repair of Broad Street now.

Nov. 1934: Committee report indicates need for review of street repair appropriations.

Dec. 1934: Announce plan for new bridge. . . Urge new route to connect Portland and Lewiston through New Auburn.

Jan. 1935: Favor Danville route in bridge question.

May 1935: Hold first May Ball.

And so on, throughout the years, until the early forties, when the World War II situation interrupted the New Auburn Community Association's regular meetings and, naturally, its effectiveness.

Arthur Legendre, of the New Auburn Branch, First Auburn Trust, (Casco Bank), was elected president in January of 1945. Efforts to re-activate the organization with many new young members was partially successful. A teetering balance of the old and the new sparked some interesting meetings during the late forties.

In April of 1950, under a new name and new bylaws, the New Auburn Business Group had many of the same members and a new vehicle to revive the community spirit. In 1968 the "Business Group" is one of the active independent business organizations in the state, and had over fifty members representing 38 neighborhood firms.

*New Auburn Section Compiled*
*by Harold R. Smith and Fern L. Pontbriand*

## SOUTH AUBURN

The casual passer-by would hardly realize that the South River Road of 1968 was, nearly three centuries ago, a path for Indian Sagamores to travel; or, a while later, a means for settlers on foot carrying sacks of corn on their backs to a grist mill where corn could be made into meal. There was no more lovely section throughout the whole Androscoggin Valley than that south of Lewiston Falls where the river winds its way to the sea through unsurpassed charm of nature and beauty.

Most of the industry in South Auburn had been farming. The self-sufficient farm of the pioneers was in time replaced by commercial agriculture, with only two large dairy farmers, Ernest Libby and Son and Kenneth Bowie, both on the South River Road. Other commercial farming in South Auburn is listed in the chapter on agriculture. Some of the earlier farmers had milk or butter routes and made their weekly trips to town, but the majority of them were little more than self-sufficient. They had to look elsewhere for part of their livelihood; in the woods, on the drive, in the shipyard, at sea, or in small local industries. These men were farming for a living rather than for a profit. They had faith in the future, and the courage to meet its challenges.

*Penley's Rips on the Androscoggin River in South Auburn.*

In later years, many farms in South Auburn have been abandoned; or, the houses are inhabited, but the barns are either torn down or been allowed to fall down, a condition that has no solution because of the changing times.

The History Picture

The southern boundary between Durham and Danville was from the years 1804 to 1815 the old Dingley farm and tavern later occupied by Orrin Libby. The river by the farm was shallow and used as a fording place. Immense herds of cattle being driven over the dusty, dirt roads to the Brighton market, near Boston, were rested here. In 1815, the southern boundary was brought back to the highway location since used.

The original River Road kept close to the bank, passed Dingley's Ferry (known as Garcelon's Ferry on the Lewiston side), and continued along by James Wagg's place. It was later moved to its present location, back from the river, probably because of flood threats.

The first place on the road after the Union Cemetery, where sleep many of the persons to be mentioned, was John Dow's home. Simeon Blethen lived here after Mr. Dow, and still later it became Deacon William Dingley's property.

The next place was Thomas Proctor's house. His son, William, succeeded him, and then Augusta Parker became the owner.

Next was the farm of Elias Staten, who is said to have come from Virginia. He died in Lewiston May 3, 1850, at the age of 79. His farm was occupied later by Elder Shimuel Owen, who was born in Topsham, April 2, 1771, and died December 29, 1851. He was a preacher of the old Calvinistic school.

Above Staten's place was that of William Dingley, ancestor of all by that surname in Androscoggin County. After Dingley moved down the road, the so-called Dingley Tavern became the property of James L. Trufant. Mrs. Mildred Millett, who lived on Lake Street, told in 1968 that at the time when her great-grandfather owned the home, the ferry went down river in a big freshet, and he never ran the service again. Xirba Trufant, seven years old, was rescued from an upstairs window during this freshet, was taken to Auburn, and never returned to live in South Auburn.

Xirba Trufant sold the property to Orrin Libby; then Sumner Libby, his son, acquired it; then his only son, Norman, became the owner. It later passed through many hands and in 1968, it was razed.

The next place was the William (Bill) Elwell home. People traveling on the River Road remember his familiar figure wrapped in a huge overcoat with muffler around his head, carrying water from the river to his cattle in the blustery cold of winter. Gertrude Elwell Holt was another South Auburn citizen for many years. She was active in church affairs, serving as secretary of the Sunday School at Penley's Corner Church. Her son, Sherman, was an excellent track man while attending Bates College and used to run from his home to the college campus. Alfred H. Marshall was occupying the house in 1968. He had a few Herefords, some hens, a pig, some berry bushes, and a summer garden, reminding one of when all the places along the road were self-sustaining.

Across the road, Sydney Merrill lived, whose property was later acquired by William (Bill) Davis. The Crockett Schoolhouse sat at the crossroad which in 1968 was the lovely little home of Harry Van Eck. The next place was James Wagg's, the old homestead of the Wagg family whose descendants continued residents of Auburn. James Wagg, Jr., with his young bride. Dorcas Strout, came in 1780 to carve out a homestead in the wilderness that would become South Auburn. He had served four enlistments in the Revolutionary War and was with Washington at Valley Forge. The first home was a log cabin in which all of the couple's eight children were born. Later, a two-story frame house was built. Near the house, a lot was put aside as a family burying ground; and there, alongside the river, lay the remains of this Revolutionary veteran, his wife, and others of their kin.

The Rufus Penley place was next, one of the larger farms on the River Road. This was where Etta Penley spent her girlhood. She married Frank Vickery, who, after the death of her parents, bought out the other heirs and carried on the farm along with his Free Soil Hill Farm farther along the road.

At the top of the hill was the Free Soil Hill Farm, the ancestral home of the Vickery family. It was cut out of the wilderness by the Vickerys and had been in the family into 1968. The name of the farm had an interesting origin. Back in 1848, when the Whigs and Democrats split over the slavery question, a new party was formed, called the "Free Soilers." George W. Vickery joined the party. Free Soil meetings were held in the pine grove back of the house.

Matthias Vickery originally settled on the hill, which was a wilderness in 1777. Next in line was George W. Vickery, the father of nine children. His death occurred in 1885. One of the younger sons, Frank, always lived on the farm except for one year soon after his marriage to Etta Penley, the daughter of Rufus Penley, one of the pioneer families of Auburn. During this interim of about a year, Frank lived just below the hill where Mr. and Mrs. Marcus Spear resided in 1968. It was here that Ralph, the only son of this marriage, was born. He married Velma Brackett, of Auburn, and three children were born to them. Franklin, who represents the fifth generation, was living on the Hill in 1968.

### Penley's Corner People

Along the road from the Penley residence, where Ralph Vickery was born, was the Garcelon place, later sold to True Davis, who came from Freeport. His son Eben and two unmarried sisters lived here for many years.

Passing through the gulley, one arrived at Captain John Penley's home. The Captain, who derived his title from service in the militia, was a pioneer in the sending of Maine cattle to the Brighton market near Boston. He accompanied the droves on horseback, and his saddle bags and pistol holster were relics in the Sylvester home. His madogany "secretary" was placed in the Women's Literary Union Club House. The tradition of the cattle business continued in the Penley family for many years. His interest in civic affairs also was reflected in one of his sons, Albert, once elected mayor of Auburn.

Thirty-three members came from the West Danville Church on March 5, 1833, to organize a new church. It was located near the dwelling of Captain John Penley and in 1968 was still known as the Penley's Corner Church. The Captain and several members of his family rest in the cemetery beside the church.

There were several families by the name of Larrabee among the early settlers, but the only one before 1790 was Solomon. His wife was Lucy Dunn; and they, with their eight children, were living in the district in 1803, across the road from the Penley's. Solomon was an ardent Democrat and Captain John Penley just as strong a Republican. At the time when Grover Cleveland was elected President of the United States, there was great rejoicing by the Democrats. Solomon planned a big celebration. He set off to get a barrel of cider to use in the celebration, but must have been way-laid, for at two o'clock the next morning he had not returned.

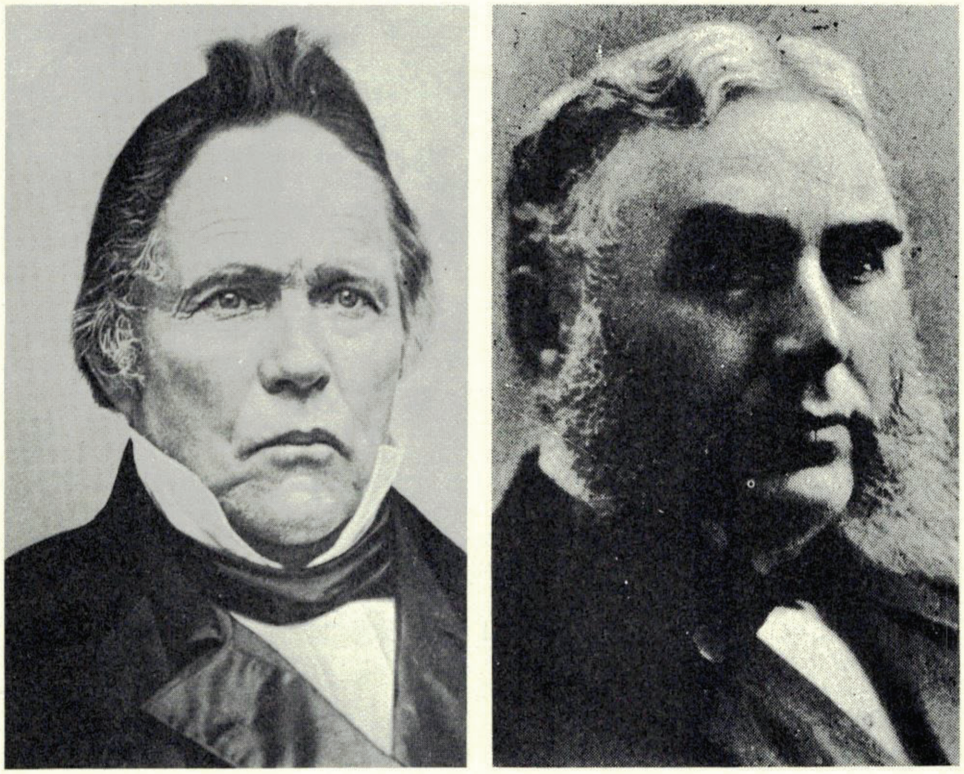
After Solomon, Leroy Bowie lived there with his sons Harry and Roscoe, who carried on the farm in recent years.

The next place on the right was where Alan Snow resided and had the first hothouse in the area. Farther along the road was Emit Learn's farm. The barn burned on December 23, 1900, but was rebuilt. His nephew, Millard Learn, carried on the farm until it was purchased by Kenneth Bowie, the owner in 1968. Ferd Penley once owned the place, as he did much of the property farther along the road.

## Many Old Families

The Garcelon name became connected with South Auburn history in 1857 when Asa Garcelon, Jr., came across the river to mingle with young people on the Auburn side and became interested ni Louisa V. Penley, the attractive daughter of Captain John Penley, They were married on December 3 of the year, and from that time to 1968 some member of the Garcelon family has been a property owner in South Auburn.

The Jordan family name was distinguished in South Auburn because of many descendants of prominence, one of them being Eben D. Jordan, founder of the Jordan Marsh store in Boston. Four families of Jordan came to Pejepscot from Cape Elizabeth prior to 1790, Humphrey and James Jordan first, and then Elizabeth and John.



*Two famous sons of South Auburn. Left, Captain John Penley, Cattle buyer and drover of early days and head of a family line that became prominent in the meat-packing business. Right: Eben D. Jordan, founder of Boston's famous Jordan-Marsh stores.*

Luke Libby, born in Scarborough in 1738, was a Revolutionary soldier, killed in service. His widow and five sons moved to Danville in 1789. Some of the descendants left the territory to become shipbuilders, carpenters, and other tradesmen; but many of them remained farmers. It is from this family that Libby Hill in South Auburn received its name, and had kept it through the years.

At least five McKenney families, with whom the Libbys and Jordans frequently intermarried, came to Danville from Cape Elizabeth and Scarborough previous to 1791. One of these was that of Lt. William McKenney, a Revolutionary War veteran, and his wife, the former Mariam Jordan. A family burial lot was located on the New Gloucester Road leading from Plummer's Mill.

John Vickery from Portland built a home on the high hill overlooking the Androscoggin River. His daughter Emma Jane married William T. Small who bought out the heirs. Their daughter Louella became a school teacher and later married George Parsons, whose death occurred in 1968, at the age of 92. Jane, a daughter, married Leon Norris. She was, at the time of this writing, treasurer of the Mechanics Savings Bank in Auburn.

The William Pollister place on Soper's Mills Road was one of the oldest houses in the section. The boards used for building the house were sawed right on the farm in a mill using an up-and-down saw. The old pumpkin pine boards used in the attic floor were three feet wide, and joined by square metal nails made by hand. The rafters were heavy six-by-six sills put together with wooden pegs. There were three fireplaces downstairs. The cellar had three bricked arches. It was an excellent storage place for vegetables. Potatoes would keep until May without sprouting. The Old Cape Cod style house had passed through many hands and in 1968 was in danger of falling down.

### Plummer District

Early setters were Edward and William Plummer. They were probably brothers from Scarborough. From their settlement derived the name "Plummer District". William married Abigail Jordan and had nine children. He died on October 29, 1838, at the age of 81 years. Edward married Deborah Bragdon and had four daughters and two sons.

William Plummer's son, Thomas, who was the only one to settle in the vicinity, built the homestead in 1823 on the lot where the log cabin first stood. It took him three years to complete the construction, using materials from the land except for hardware and glass, for a total cost of $60 to $80. Hannah Small, of Scarborough, whom he met while visiting his relatives there, waited those three years before they were married.

William Plummer gave the land for the Methodist Church which was built on the Jordan School Road. It burned in 1915 when Mabel Small, who was a direct descendant, was 13 years old. She was a school teacher in the Auburn Public schools in 1968, and lived in the old homestead until her husband Wesley Small, Sr., died. Other descendants of this family are Carroll Bailey, a Bates professor; William Bailey, who was affiliated with the State Department of Education; and Dr. Carleton Rand, of Lewiston, whose grandmother was Maria Plummer. The Plummer School was built on the New Gloucester side of the Jordan School Road, but later was moved to the crossroads. In 1968, it was the home of John Wagg, one of the youngest members of the historic Wagg family.

Mention sould be made of the Goding family who, although not such early arrivals as some to this vicinity, are important to its history. The first one to come was William Henry Harrison Goding. He lived on the Jordan School Road, toward New Gloucester. He bought the place from the McKenneys whose buriel lot was nearby. Children of William were Stella, Maud, Kate, James, Benjamin, Ralph, and Ezra. The last occupant of the homestead was Benjamin. The home, which in 1968 was still standing but in dire need of repair, overlooks a vast intervale.

Scott and Lydia Hunnewell were additional early settlers in South Auburn. Their home stood on a slope of wooded area, on a road discontinued before 1968. A brother of Scott was George "Rich" Hunnewell. He lived on what was now known as the Pownal Road. He built a beautiful home there which was well kept by Alfred Landry, who has converted the barn into a henhouse and in 1968 was in the process of building a very modern chicken-house. Rich Hunnewell dealt in furs, ran a cider mill, and had also sold blasting powder.

### Place Names

The Woodbury Hill section of South Auburn probably derived its name from the descendants of True Woodbury, a native of Newbury, Massachusetts, who married Susanna Nevins of New Gloucester in 1780 and settled in the section of Danville which became the fourth school district. He built a frame house, one of the oldest in Auburn, and one which still stood in 1968.

Rowe's Corner was named for the descendants of Jonathan Rowe and his wife, Alice Easkatt. Mr. and Mrs. Harold Arris later lived in Jonathan Rowe's old home and tried to preserve its heritage by leaving untouched the old style building. They were direct descendants of Patric Arris (or Arras), an early Irish immigrant settler of Danville.

The Dresser brothers, Joseph and Aaron, are reported to have come to Pejepscot from Gloucester, Massachusetts, in 1770; and it is from them that the rapids in the Androscoggin River, midway in its course along South Auburn, are named. Joseph Dresser settled on what later became known as the Moircroft Farm, owned in 1968 by George L. Thomas, of New York. A stone in a hillside field overlooking the river marked his burial place. Joseph's brother, Aaron, took the adjoining lot, later known as the Holland Farm. When his cabin was built, Aaron went to New Gloucester, a 12-mile journey, to bring his wife, Alice Rowe, and their daughter to the new home. It was a hard life, with wild beasts about and the nearest grist mill 12 miles away.

Many other early settlers of the area are listed later in this book.

*Danville and New Auburn Sections*
*Contributed by Mrs. Charles W. Sylvester*

# Chapter 16

## CHURCHES AND CEMETERIES

IN the last quarter of a century there has been a decided change in the attitudes of the different denominations toward each other. The cooperation between the churches of the various faiths in Auburn and vicinity developed a fine spirit in the religious life of the city.

Open manifestations of Christian unity and neighborly understanding between the Protestant, Catholic, and Jewish congregations became more noticeable following the Ecumenical Council called by Pope John the 23rd, head of the Roman Catholic hierachy, in 1962.

The first implementation of the ecumenical idea in Auburn was when Rev. T. Lee Burns, an assistant pastor of St. Patrick's Church of Lewiston, was invited to speak at a Sunday service in Auburn's Universalist-Unitarian Church on November 17, 1963. It was the first time a Catholic priest had spoken from a Protestant pulpit in Auburn and the second time in the State of Maine. This gesture in Christian unity and understanding came as a response to an open house for communicants of all faiths held at St. Patrick's Church on November 3, that year.

Following that, there were numerous inter-faith gatherings in Auburn-Lewiston as well as special expressions of Christian unity, one of the most pronounced coming during the latter months of 1968. In that year Coadjutor Bishop Daniel J. Gerety of the Portland Diocese ordered the establishment of a new parish to accommodate those of Catholic faith residing in the northern sections of Auburn. Other Catholic parishes already existing in Auburn were St. Louis in the New Auburn section and Sacred Heart in the south and western sections of Old Auburn.

Rev. Edmund Hache, was assigned as pastor of the new parish to be known as St. Phillip's, but a meeting place was lacking. At this juncture, Rev. George E. Bullens, pastor of the United Methodist Church of Auburn, with the unanimous consent of his Church Council, extended invitation to Father Hache to conduct Catholic masses in the Methodist Church on Park Avenue. Three Catholic masses were held each Sunday, starting on October 6. Rev. Bullens referred to it as an act of Christian hospitality.

To supplement these accommodations, Rev. Hache purchased a vacant store property at 222 Summer Street, to serve as a chapel and rectory until a church building for St. Phillip's Parish could be established.

So was made another mark in the cause of brotherhood among Auburn people. It was a reminder that several years before the ecumenical movement, Beth Abraham Congregation sponsored inter-faith gatherings at its synagog in Auburn.

## FORMER DAY CHURCHES

With one exception, an outline history of all past and present churches in Auburn was contained in Ralph Skinner's Historically Speaking on Lewiston-Auburn, Maine Churches, published by Twin City Printery Inc., in 1965. The first edition of that book omitted mention of the defunct Danville Methodist Church. It appears in current editions. Miss Beatrice Neal, researching material for this chapter obtained the following account of Danville Methodist Church.

"Sometime in the middle of the last century, land for a Methodist Church was donated by the Plummer family in South Auburn. The land was about 200 feet from Plummer's Corner on the Jordan Road. The Church was very active until about 1915 when it burned. A social affair had been held at the Church that evening and fire developed after the people had gone home. A new church was erected and it was dedicated June 17, 1917. The sermon at the dedication was given by Bishop Edwin H. Hughes. The church building was never entirely completed due to controversy among the parishioners; some wanted a vestry added to the church building, others wanted to use the basement for a vestry. Due to friction, the attendance became smaller; and finally services were abandoned. The land reverted to the Plummer family and the building was taken down. The lumber was sold to a New Gloucester man to be used to build a shoe repair shop. The cellar hole could still be seen from the Jordan Road in 1968."

The Old Penley's Corner Free Baptist Church, erected in 1833 on South River Road, was still standing in 1968, but not in use.

The North Auburn Universalist Church closed after 1920 and was torn down.

The Court Street Free Baptist Church (on lot next adjoining Auburn Public Library) closed in 1932 when members merged in Court Street United Baptist, and was later torn down to provide space for a filling station.

## PRESENT DAY CHURCHES

The active church organizations in Auburn in 1968 were:

Advent Christian Church of Lewiston and Auburn, Turner Street, Rev. Harold Patterson, pastor.

Seventh Day Advent Church, Minot Avenue, Rev. John T. Williamson.

Court Street United Baptist, Rev. Charles A. Bray.

East Auburn Baptist Church, Upper Turner Street at East Auburn, Rev. R. Paul Heath, pastor.

South Auburn Baptist Church (Harmon's Corner), Rev. Ceylon S. Ely, pastor.

Marston's Corner Baptist Church, Old Hotel Road, Rev. Glen McCracken, pastor.

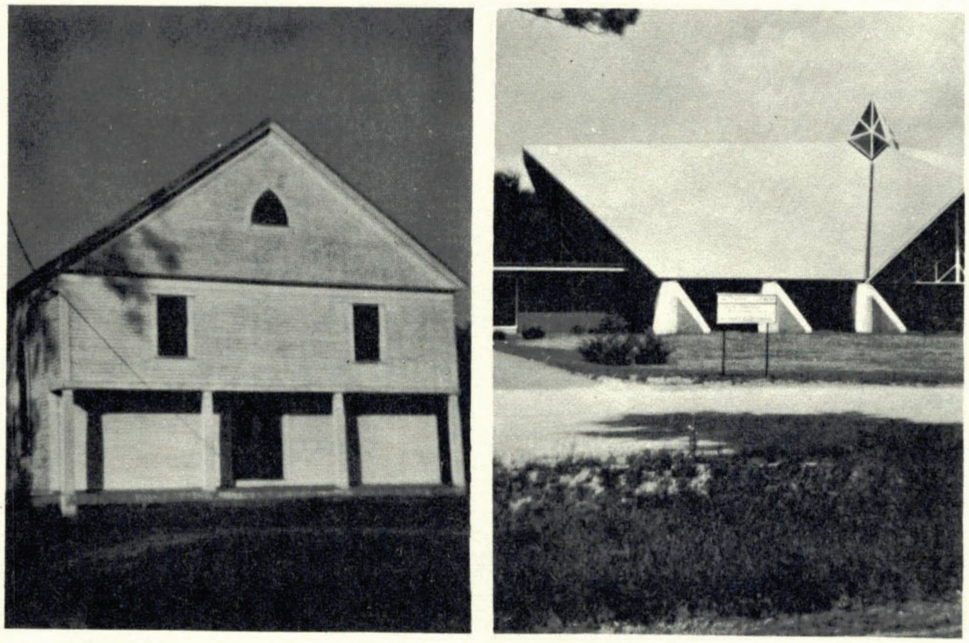
Beth Abraham Synagog, corner of Main Street and Laurel Avenue, Rabbi Norman Geller.

St. Louis Catholic Church, convent, and parochial school, corner Second and Dunn Streets, Rev. Lucien Chabot, pastor.

Sacred Heart Catholic Church, convent, and parochial school, corner of Western and Minot Avenues, Rev. Theodore Bouthot, pastor.

St. Phillip's Catholic Church, located as stated, Rev. Edmund Hache, pastor.

The Church of God in Christ, a Negro congregation, Denison Street, Rev. Isaac Jackson, pastor.



*In olden days and modern times. On left, the old Penley's Corner Church on South River Road, built in* 1833. *On right, The modernistic United Methodist Church on Park Avenue, built in* 1965.

High Street Congregational (United Church of Christ), Rev. Frederick D. Hayes, D.D., pastor.

Sixth Street Congregational (United Church of Christ), guest preachers supplying.

West Auburn Congregational (United Church of Christ), Rev. Norman R. Haag.

St. Michael's Episcopal Church, Pleasant Street, Rev. Joseph Bolger, rector.

Methodist Church of Auburn, Park Avenue, Rev. George E. Bullens, pastor.

North Auburn Methodist Church, Rev. Frederick L. Niles, pastor.

Jehovah Witnesses, Kingdom Hall, on Old Hotel Road, Louis Blais, principal leader.

Latter Day Saints (Mormon), Charles Walsh, president, meeting house at 20 High Street.

Auburn Pentecostal Assembly, Broadview Avenue, Rev. Bernard J. Elliott.

First Church of Christ Scientist, Lake Street, Auburn, Robert Bower, First Reader, Mrs. Robert Bower, Second Reader.

Danville Union Church, Old Danville Road, Rev. Norman R. Haag, pastor.

Universalist-Unitarian Church (Elm Street Universalist), Elm and Pleasant Streets, Rev. Donald M. Hinckley, pastor.

Church of the Nazarene, corner of Summer and Union Streets, Rev. Dale R. Ames, pastor.

Stevens Mills Church, interdenominational, Manley Road, Rev. Stanton W. Gavitt, pastor.

## CEMETERIES

When visiting the Auburn cemeteries within the city and in isolated locations reached only by unusual roads and paths through the woods, one is impressed at finding such well-kept burying grounds. The Auburn Parks Department and private cemetery corporations should be congratulated for their consideration.

The first cemetery, in the center of Auburn, was established in 1835. This was at the corner of what became Spring and Elm Streets and was then in the town of Minot. The land for the cemetery was given by Edward Little. Here were forty lots belonging to early settlers of Auburn. One section was reserved for strangers. A map of the cemetery hangs on the wall in the directors' room of the Auburn Public Library. By 1863, there was no room for expansion of the cemetery and the trustees procured ten acres of land on South River Road for use of a burial ground.

After the removal of the bodies, the old burial ground was auctioned off; and by 1873, a map of Auburn shows it to be the property of Ara Cushman who, in 1876, transferred the land bounded by Elm, Spring, and Pleasant Streets to the First Universalist Church of Auburn.

### Oak Hill

Oak Hill Cemetery was started in 1851, and in 1865 agreed for the sum of $200 to remove all the bodies in the Spring Street Cemetery to the Oak Hill grounds.

The 31 lots, shown on the plan as contracted for, included those of Jonathan and N. M. Raynes, Joseph Davis, Marshall French, J. Currier, Kimball Plaisted, James Davis, Barker Brooks, John Smith, Leonard White, Elijah Townsend, C. D. Dickerson, John March, John A. Briggs, Sumner Ward, Aaron Beeman, Lot D. Loring, Elisha Keen, Lyman Wood, John A. Merrill, J. Winslow, John Hayes, S. Stone, J. Roak, and David Green. Monuments for many of these people may now be found in Oak Hill Cemetery.

On September 17, 1851, David Loring purchased from Samuel Pickard ten acres of land on the road from Lewiston Falls to Southwest Bend, in Durham, for the purpose of a cemetery. On October 13, 1852, a meeting was held in the Congregational Church vestry: A. W. Hall was chosen moderator; Joel C. Lane, clerk. A board of trustees was named to have charge of the grounds: Samuel Pickard, A. W. Hall, and Marshall French. The corporation was known as "The

*The graves of two prominent Auburn figures. On the left the monument on that of Squire Edward Little in Oak Hill Cemetery, with those of relatives surrounding, known as "The Little Plantation". On the right, that of Thomas Littlefield in Mount Auburn Cemetery. He was Auburn's first and seven-times Mayor.*

Proprietors of Oak Hill Cemetery." They were to purchase the land from Loring for $550, $200 down and the remainder in five years. Twenty-seven lots were sold up to 1855, and twenty-five lots were sold during that one year.

Oak Hill Cemetery had been extended in recent years onto the plateau above the hill. One section of the new part is that used by members of Greek nationality.

### Mount Auburn and Gracelawn

Mount Auburn Cemetery, on Upper Summer Street, comprised three parts. First and oldest of these was the "Gowell" cemetery, so-called because it was in the Gowell district. This yard was started in 1805, and the first grave was that of Copeland Collier, who died in 1806. The second part, Mount Auburn, was incorporated in 1875. A few years later, a third part, known as Lakeview Cemetery, was started to the west of the Gowell and Mount Auburn Cemeteries. This corporation did not last for many years. The cemetery and adjacent land was transferred to the Mount Auburn corporation.

There are many burials in Mount Auburn Cemetery with stones marked previous to 1875. These, however, in many cases, were stones belonging to people who were moved there from other cemeteries. When Gulf Island Dam was built, a cemetery on the Auburn side of the river, known as the Pettingill Cemetery, was removed. These bodies were placed in several other cemeteries in Auburn, such as the Dill, or Davis, Cemetery on North River Road and the North Auburn Cemetery. Some of them may have been placed in Mount Auburn.

Another large cemetery which had been started in recent years was the Gracelawn Cemetery, on Upper Turner Street. This was a lovely garden cemetery, with a crematory and an adjacent pet cemetery.

### The Oldest Cemeteries

The oldest cemeteries in Auburn were those in North, West, and South Auburn, as the early settlements were in these locations; the Wagg Cemetery in South Auburn probably the oldest of all. The earliest marked stone was that of James Wagg. This read "James Wagg of Brighton, England, first settler of South Auburn 1780." Also were the Crockett, Hanscom, 'Dyer, Pebbels (Peables), and William Dingley names. This cemetery was not in good condition. Some attempt has been made to clear the soldiers graves of brush and debris. The plots were in the woods near the Androscoggin River. The graves probably faced the road that once went along by the river, but since reached from the South River Road by crossing a large garden plot that was sometimes planted to potatoes and other times to beans.

Also on the South River Road, adjacent to the property of Charles W. Sylvester, was a small cemetery with unmarked field stones. One stone had the letters H. M. on it. Much speculation has been made concerning this cemetery, but no one had yet found the real answer to the ownership. A fence should enclose this plot as it was often encroached upon by farmers with tractors, who did not recognize it as a cemetery.

On the South River Road, near the Durham line, was the Union Cemetery, the oldest stone that of "Willie D., son of George and Sarah D. d. March 4, 1774." In this cemetery were names of several Durham families.

Penley Corner Cemetery, alongside the old Penley Corner Church, on the South River Road, was another well-kept cemetery. Here one finds Penleys and Garcelons. The earliest marker was for Lucinda, wife of Enoch Penley – "died January 6, 1833 aet 34 years."

### The Fitz and Pine Street Cemeteries

On the Old Danville Road was the Fitz Cemetery which contained the bodies of the early settlers of Danville. Most of the markers were from 1795 and 1850. The oldest marker was "In Memory of Mr. Jonathan Rowe who died July 1st 1795 aged 66 years."

The Pine Street Cemetery, on the Old Danville Road, was the one latest serving the Danville area. The oldest marker was that of Levi Merrill, 1784-1825.

### Jewish Cemeteries

Across from the Pine Street Cemetery is the Beth Abraham Cemetery, used by the people of Jewish faith in both Auburn and Lewiston. This is a very fine plot of land in excellent condition. The land was bought in 1897 by the Beth Jacob congregation. Later, a part of the land was sold to Beth Abraham Synagog. The earliest marker is October 26, 1900.

### Mountain View

Mountain View Cemetery, at Marston's Corner, in West Danville, contained early settlers, many of them born in the eighteenth century. The earliest burial was that of "Mary Jane dau. of John and Betsy Martin, died Aug. 18, 1818 aet 4."

### Hotel Road

Hotel Road Cemetery, which had been isolated by a new layout of the Hotel Road, had for its earliest member that of William S. Sawyer, son of G. D. and C. G. Sawyer, "Died July 29, 1841 aet. 75 yrs. 9 mos. 25 das."

### Fletcher Road

A cemetery on the out-skirts of Auburn, one known by only a few people, was the Fletcher Road Cemetery. The oldest marker was for "Charles W., son of Capt. Major, Rueben Merrow, died May 16, 1811, age 1 yr. 5 mo."

### Leighton

The Leighton Cemetery, on the north-bound section of Washington Street, is in a field across from some large oil tanks, a family cemetery, near the former residence of the Leighton family.

### South Auburn

In South Auburn were numerous well-kept cemeteries. On the road from Plummer's Corner of New Gloucester was the McKenney Cemetery, often called the Goding Cemetery, as it was in the Goding neighborhood. Here, Margaret, wife of Charles P. McKenney, had the earliest marker. She died "Nov. 23, 1834 aet 44 yrs." Here also was a stone for Charles P. McKenney who died "Jan. 23, 1892 age 100 years 3 mos. 25 das."

On the Jordan School Road from Plummer's Corner to South River Road was the Murray-McKinney Cemetery, the oldest marker being for Luke Libby "Oct 13, 1800 aet 33 yrs."

### Plummer's Corner

At Plummer's Corner, on the Pownal Road, was the Plummer family lot. Here lay Betsey, wife of G. C. W. Fuller and daughter of Thomas J. and Hannah Plummer, died "Aug. 7, 1857 aet 21 yrs. 4 mos." Others from the Plummer family, down to the current generation, were in this plot as members of the Plummer family had owned and resided in the Plummer homestead until 1967.

In the woods above the Plummer house were the graves of William Plummer, who died October, 29, 1838, and Abigail Plummer, who died January 27, 1838, age 80.

### Libby Cemetery

On a discontinued road leading from the Fickett Road to the road to Libby Hill was the Libby Cemetery. It was in excellent condition. The earliest marker was for Mr. Isaac Libby, who died May 14, 1822, age 54.

On the Sopers Mills Road, near the boundary of the Clark property, was a small family cemetery. One slate stone, standing, was marked "Isaac Watson d. Apr. 25, 1831 aet 15." Another slate stone has no marking.

### Stevens Mills

An early settlement in Auburn was the Stevens Mills district. There rest the early Stevens, Merrill, and Littlefield families. The earliest stone was that of "Affie" dau. of Moses and Charlette Stevens, Apr. 15, 1815, aet 7 years", also "Slvanus S. Stevens, Apr. 8, 1815 age 2 y. 6 mos. child of Parker and Sarah Stevens."

### East Auburn

The nearest cemeteries to East Auburn were the Briggs Cemetery and the Auburn Plains Cemetery. The Briggs Cemetery on Upper Turner Street had one lot which told the story of an epidemic "Children of Enoch and Susannah Perkins. Humphrey, d. July 15, 1804, age 18 years; John, d. July 19, 1804, age 2 years; Harry, d. July 21, 1804, age 4 years; Sarah, d. Aug. 3, 1804, age 6 years". Phiney survived for a few years and "d. July 8, 1809."

In the Auburn Plains Cemetery, on the Turner road, were found the names of many of the older families of this section. Among them were the well-known Waterman family. "Prudence, wife of Lodowick Waterman, died Mar. 18, 1820 aet 28 yrs. 9 mos. 26 das., marker erected by her daughter Mrs. Prudence D. Fitz." That Ludowick married again was evident by adjacent stones; he lived until February 24, 1860, when he died at age of "70 yrs. 8 mos. 24 das."

### Dill Cemetery

The Dill Cemetery, North River Road, was so-called because it is in the Dill neighborhood. There were no Dills buried here, and it was known by residents of the River Road as the Davis Cemetery. Several items of interest were found in this cemetery. Remains of the Pettengill family were evidently moved there from the lots abandoned at the time that the dam was built. These members of the family spelled the name "Petingell". Names included that of George P. Petingell 1827-1902 and Homer Petingell 1827-1911. They had a unique stone with two sections, indicating that they were twins. The later members of this family used the present day spelling, Pettengill.

An unmarked lot had a flag holder and a stone inscribed "Puerto Rico - Phillipines - U.S. - Cuba."

A tall monument had the following notation: " Isaac Davis, d. Feb. 18, 1860, aet 73 yrs. 4 mos. 28 das." 'The first person to be buried at Mt. Auburn'.

"Almira, wife of Isaac Davis d. Aug. 25, 1874, aet 85 yrs. 8 mos. 3 das." Was this cemetery originally known as Mount Auburn or was he moved from the present Mount Auburn?

Another interesting find was the Stevens family lot. "Here rests Rev. David Thurston Stevens, b. 1809 d. 1897." Rev. Stevens was the first minister of the High Street Universalist Church, in 1838.

### Taber Cemetery

The Taber Cemetery was so-called because it is in the woods bordering the Taber picnic area on Lake Shore Drive. It evidently faced the Old County Road which went to North Auburn before Lake Shore Drive was built. One stone read, "Nancy, dau. of David and Ruth Munroe d. Sept. 18, 1819 age 3 yrs. 8 mos."

### Butler Hill

In Auburn, off the Butler Hill Road, which was once Minot, was a small cemetery enclosed with a stone wall. Three grave stones were visible: "Deborah Stacy died May 20, 1843, aet 43"; "Mary L B daughter of Leonard P. and Susan Woodbury died Sept. 1, 1838 aet 22 yrs."; and in the North west corner, a slate stone.

There was at one time at Young's Corner, on the old Lapham property, a cemetery containing bodies of the Cox family. This was between the property owned now by the Brooks and Seavey families. Most of these bodies were moved to Mount Auburn Cemetery or to other cemeteries. Some small childrens' stones were apparently left there.

### Brookvale

Brookvale Cemetery, West Auburn, was formerly known as Splinterville Cemetery. This was a well-kept cemetery on the road from West Auburn to Perkins Ridge. Oldest markers are "Joanna·Bird died Sept. 4, 1804" and "Elilabeth Hill d. 1804 aet 1."

### Dillingham

Dillingham Hill Cemetery in North Auburn has for its oldest marker that "In Memory of Alexander Munro, died Sept. 5, 1807."

### North Auburn

North Auburn Cemetery was maintained by a private cemetery corporation. Here we found "Betsy Packard, wife of Nehemiah Packard b. 1764 d. July 1816."

### Poor Farm Cemetery

The Poor Farm Cemetery became included on property of Central Maine Vocational Technical Institute. Here were buried victims of a diptheria epidemic in 1898. Troop 222, Senior Girl Scouts, sponsored by the High Street Congregational Church, cared for this plot.

## FUNERAL DIRECTORS

Auburn's two mortuary firms, as of 1968, were long-standing establishments. That of Dillingham and Son Inc., whose Memorial Chapel was at 62 Spring Street, had been under ownership of one family through four generations. It was established by Charles R. Dillingham in the Town of Turner in 1871. His son, Frank E. Dillingham, who had succeeded him, moved the establishment to Auburn in 1936. At his death, Harry A. Dillingham succeeded to the management, and at the latter's demise on November 24, 1960, John H. Dillingham, the great-grandson of the founder, had continued in charge.

The Plummer and Merrill Funeral Home Inc., in 1968, located at 212 Turner Street, had it origin in 1891 as a partnership of Algernon Roak and Albert S. Plummer, in a funeral business bearing their names. It was then located at 19 Turner Street. Upon the death of Mr. Roak in 1904, his interest was purchased by Charles E. Merrill, a former Auburn mail carrier, and the firm name became Plummer and Merrill. Mr. Merrill died, June 30, 1911, after which two employees, Prince J. Doe and G. Ray Lewis, took over his share of the business. In the Spring of 1914, Karl R. Toner became associated with the Company, when its first motor hearse and ambulance were purchased. In 1918, the business was incorporated with four stockholders, and in 1921 the funeral home was moved to the other Turner Street location. At the passing of the other three stockholders, Karl Toner carried on the business until 1961 when he retired and sold the business to L. Robert Burns, the owner in 1968.

*Church and Cemetery sections*
*compiled by Miss Beatrice E. Neal.*

# Chapter 17

## CIVIC AND SOCIAL

### YOUNG MEN'S CHRISTIAN ASSOCIATION

As early as January 1867, there was an organization known as the Young Men's Christian Association operating in the Lewiston-Auburn area. The meetings were first held in Lewiston and later moved to Auburn, where clubs were organized. Up to 1919, the group carried on many functions, using various facilities. In 1919, it was decided that there should be a building provided for the activities for young men.

A building committee composed of Henry M. Dingley, Arthur H. Cooper, Horace E. Munroe, Everett M. Stevens, and Frank W. Winter was formed. Land was purchased in Auburn, and plans were formulated to raise money for a building at 62 Turner Street, a structure which was completed in the fall of 1922.

In 1927, an addition was made which included dormitory rooms and a banquet hall, which seated about 300 persons. Henry W. Oakes was president during the years 1919-1920, followed by Horace C. Day, who served from 1920-1923. Roy C. Handley became the first General Secretary and served until 1929. Magnus C. Hansen took over as General Secretary in 1929.

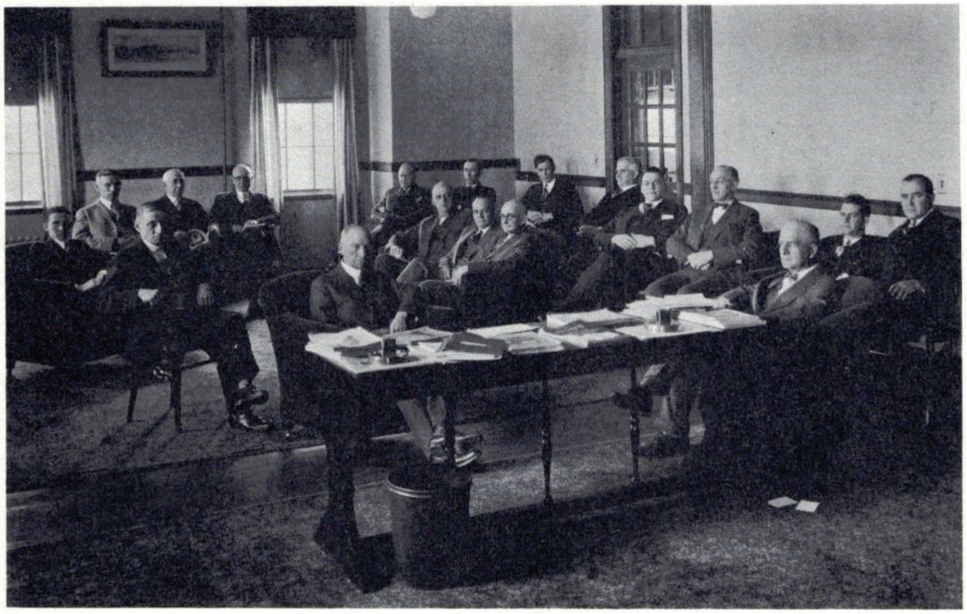
During the next few years, expenses were heavy, and money was not easy to raise. In spite of this, the mortgage of $44,000 was slowly reduced; and in 1951, when Philip Lown was president, the mortgage was burned. The Y.M.C.A. was debt-free for the first time since 1932. Extensive renovations were made in the swimming pool and gymnasium. With the adding of a girls' swimming program to an already busy schedule, additional space had to be allocated for a girl's locker room.

In 1947, on its 25th anniversary, a plaque in honor of E. Farrington Abbott was installed in the Y.M.C.A. gymnasium, to be known as the Abbott Gymnasium. Those who had served on the original building committee were also honored.

The Board of Managers in 1959 went before the State Legislature to seek to change the name of the Association. Governor Clinton A. Clauson signed the bill to change the name from the Young Men's Christian Association of Auburn to the Young Men's Christian Association of Auburn-Lewiston.

In 1963, Magnus C. Hansen retired after 35 years of service. A testimonial was given in his honor. Joseph Adler, who had been Physical Director and Associate General Secretary since 1947, was appointed General Secretary.

The Y.M.C.A. serves men, women, boys, and girls, not only in Auburn and



*It recalls many names – the Board of Managers of the Auburn-Lewiston Young Men's Christian Association in 1923. At the table left to right, Ira W. Fitz and E. Farrington Abbott; inner circle, Rev. Charles S. Cummings, Benjamin Jones, Louis E. Flanders, Ernest Chalmers; outer circle, Howard Bartlett, George Bower, A. Q. Miller, Rev. J. Milo Pearson, George Wallingford, Harold Cooper, Rev. J. Charles MacDonald, Principal L. E. Moulton, General Secretary Roy Handley, Ernest Strauss, Walter R. Holmes, Gilbert D. Harrison.*

Lewiston, but in many of the surrounding communities. Its membership totals about 2,000, and double that number are on a non-membership basis. Aside from its swimming pool, gymnasium, and club rooms, the "Y" has 55 single rooms which are occupied by young men – scholars, teachers, and laborers.

*Contributed by General Secretary Joseph Adler*

## YOUNG WOMEN'S CHRISTIAN ASSOCIATION

The Lewiston-Auburn Y.W.C.A. had its beginning in the hearts and minds of several women who were deeply concerned about the many young girls who were coming to the two cities to work in the growing textile and shoe industries. In 1878, women from various Protestant Churches of the two cities gathered together to see what could be done in behalf of these girls. The result of this meeting was the formation of the Women's Benevolent Association which was soon to become the Young Women's Christian Association.

The program of this organization has always been planned for women and girls in both Lewiston and Auburn, although in the earlier days the facilities were located in Lewiston. In 1918, the Y.W.C.A. first obtained a temporary location in Auburn. The Auburn Armory, on Hampshire Street, was available as gymnasium and club-room space. Military drill and gymnastics were popular because of the influence of the war. This same year, the physical education director conducted noontime recreation for women in the shoe factories. When the Armory was no longer available, after about one year, space was rented at 86 Main Street, Auburn. The Blue Triangle Club Rooms became the center of much activity for girls and women.

For a number of years after the Y.M.C.A. was constructed, the Y.W.C.A. rented the pool and other physical education facilities and conducted its own program two days a week.

In 1930, Dr. A. W. Anthony gave his sister's home at 248 Turner Street to the Y.W.C.A. Miss Anthony had been a faithful member of the Board of Directors for thirty years. Ever since that time, this has been the organization's home in Auburn, and is known as the Kate J. Anthony House. It is used to capacity by many Y.W.C.A. and other community groups.

*Contributed by Executive Director Roberta G. Austin*

## AUBURN-LEWISTON KIWANIS CLUB

Kiwanis is an outgrowth of a Business Men's Club, formed by two men in 1914, in Detroit, Michigan. In January, 1915, the club adopted the name Kiwanis from an Indian name, "Keewanis", which means "to make oneself known", and the motto, "We Trade". January 21, 1915, is considered the birthday of Kiwanis because on that date the Detroit Kiwanis Club received its charter from the State of Michigan.

The Kiwanis Motto, "We Build", was adopted at the Fourth International Convention, held at Portland, Oregon, in 1920. Also at this convention two outstanding Kiwanis objectives were adopted: (1) Assistance for the Underprivileged Child; (2) Improvement in the Relations between Urban and Rural Citizens.

During the summer of 1921, several local business and professional men, who were community spirited, became interested in Kiwanis. Subsequently, the Portland Kiwanis Club appointed a Sponsoring Committee for an Auburn-Lewiston Club. A final organizational meeting was held on May 19, 1922, at the Y.M.C.A. By this act, the local organization became an integral part of Kiwanis International, and all fifty-eight members qualified as charter members. It was the second Kiwanis Club to be organized in Maine. Two of the original charter members of the local club were still members in 1968: George T. Bain and Dr. Ralph A. Goodwin.

Appreciating the fact that a service club must have a serious purpose if it is to permanently endure and accomplish the results for which it was established, the Auburn-Lewiston Kiwanis Club gave considerable time to the matter of selecting some maor projects. A Dental Clinic had been set up and fully equipped in the Central Maine General Hospital. Thousands of dollars were spent on underprivileged children in the two communities on glasses, teeth, clothing, medical attention, and other requirements. The club equipped a Kiwanis Children's Room in the new wing of St. Mary's General Hospital at a cost of $15,000. At the same time, it provided a fund in the name of Kiwanis to the Central Maine General Hospital, the interest from which to be used for services rendered to underprivileged children.

In addition to its 100% support of the New England Kiwanis Scholarship Fund, the club set up an Auburn-Lewiston Kiwanis Foundation to receive and invest money from gifts and legacies, and had given three $300 annual scholarships to three local high schools for needy seniors who were college bound.

The club had raised the funds from Kiwanis Kristmas Kabaret, a May Day Midnight Revue, annual auctions, annual pancake breakfasts, sales of locally grown Maine apples, and open-air vegetable markets.

Six local members had held offices in the New England District: Robert H. Gremley, Governor in 1942; William H. Gove, District Secretary in 1942; John S. Seavey, Lt. Governor in 1925; Robert H. Gremley in 1936; Charles W. Jordan in 1955; and George A. Russell in 1964.

In May, 1945, the Auburn-Lewiston Kiwanis Club organized the first Key Club in the New England District, at Edward Little High School. The following year, the club established the second Key Club for New England, at the Lewiston High School, and later started one in the St. Dominic High School. A Circle K Club had been organized in the Central Maine Vocational Technical Institute. Two members from each of these four clubs were guests at the Club's weekly noon luncheons.

*Contributed by Secretary Leroy E. Linnell*

## EXCHANGE CLUB OF AUBURN

The Exchange Club of Auburn was chartered by the National Exchange Club, August 7, 1946. For the first few years, the first president, Walter A. Pelletier, ("Doc"), was the sparkplug. He was later made an honorary member. One of the club's first projects was raising money to send the Edward Little High School Band to play at Montreal. "Doc" and the club raised more than $3,000. Within a few years, William H.

Richards, Jr., as president, was chiefly instrumental in staging the "County Fairs" put on at Pettengill Park for several years as a fund-raising project. This money was used chiefly on the basis of need in the form of outright scholarships and loans to graduates of Edward Little High School and to any Auburn resident going on to higher education. The amount raised and distributed by the club approximated $20,000 in 1968. The largest annual scholarship was called the Bill Richards Scholarship Award, in memory of Bill, who passed away while acting as club president.

In the early 1950's, Dr. Gard W. Twaddle joined the club. Although never president, he was one of the hardest workers that the club ever had. A considerable amount of money had been donated by the club to the Gard Twaddle Nurses Fund, at the C.M.G. Hospital, a fund initiated shortly after his death.

In addition to the "County Fairs", there were many other projects designed to make life better in the community and, in most cases, to raise funds for the Auburn Exchange Club Youth Fund, Inc., for scholarships and loans. There were two Air Fairs staged at the airport. The club had honored eleven outstanding citizens of the community by presenting to them the Book of Golden Deeds Award. A Freedom Shrine, made up of a collection of this country's most famous documents in the form of exact replicas of the originals, was purchased by the club, and thereafter displayed at the Auburn Public Library. Just before the old Auburn Theatre was to be razed, the Exchange Club staged an elaborate variety show called Exchangarama '62. This was not only nostalgic, but exceedingly successful. Later, the club sponsored a concert put on by the world famous Don Cossack's singing and dancing group. In conjunction with the Lions Club, the Auburn Exchange Club sponsored Snowmobile Rallies in 1966 and 1967, which were successful and attracted huge crowds.

The money furnished by the club to needy students through scholarships and loans constituted its most noteworthy contribution to the community.

*Contributed by Secretary Winslow S. Durgin*

## AUBURN SENIOR CITIZENS

In 1961, City Recreation Superintendent Harry Coulter, Jr., held an evening meeting in the Recreation Office for interested senior citizens desiring the formulation of a club to be known as the Auburn Senior Citizens. A committee was formed with Alden W. Pulsifer acting as organizer.

Under the direction of Recreation Superintendent Harry Reynolds, a meeting of this committee and other interested community senior citizens was held on the afternoon of June 5, 1962, at the Alden M. Gayton Post home, on Pleasant Street, Auburn, for the purpose of establishing a club and electing officers thereto: the club to be known as the Auburn Senior Citizens Club. A constitution was proposed and its acceptance was voted. A nominating committee was named, which then proposed officers as follows: Rev. Harold I. Frost, President; Guy F. Houghton, Vice President; Mrs. Ethel Lawrence, Secretary; and Alden W. Pulsifer, Honorary Advisor.

The Auburn Senior Citizens Club grew in numbers and activities over the years to the point of necessity of establishing a second Senior Citizens Organization in New Auburn, but the basic goals and objectives of the Auburn Senior Citizens Club that were formulated from the beginning of the founding of the club have remained basically the same. The fraternity is devoted to better and more colorful living by bringing together older citizens to share common interest, to develop new friendships, to entertain themselves, and to enjoy wider social and intellectual horizons. The objectives of the senior citizens club are manifold. The basic goal is to continue older men and women, retired or employed, as participating members of the community. These goals are essential to continued good health and happiness in the later years of life.

The City of Auburn has recognized the needs of its senior citizen. Housing for the elderly is well underway. Auburn is also participating in a home health services program which is of assistance to those medicare patients who need treatment following a hospital stay. It participated in the Food Stamp Program, enabling people with low incomes to buy more for their food dollar.

The Recreation Department secured funds totaling over $16,000 for a three-year period that enabled senior citizen members to take excursions to the Boston Flower Show and to the White Mountains; also, several other trips to neighboring states and to many locations throughout Maine. Among recreational social activities which had proved attractive were bi-monthly meetings with speakers and entertainment provided by both various professionals and members within the group. Physical activity, such as the senior citizens' bowling league, was enjoyed by many of the members. Participation in music and drama activities, particularly the informal varieties, furnished a rich source of satisfaction to members.

Skillful leadership had been the keystone to Auburn Senior Citizens success over the years. Organizers and presidents such as Alden Pulsifer, Rev. Harold I. Frost, William Gibbons, and Ralph Peterson were imaginative and enthusiastic. Without such leadership, the program could not have brought to the individuals the rewards of satisfying participation in recreational activities.

*Contributed by Norris E. Ingersoll*
*Superintendent of Parks and Recreation*

## THE WOMEN'S LITERARY UNION

In 1892, Mrs. Thomas R. Rich, founded and was first president of the Woman's Literary Union, a union of clubs of the

Twin Cities. The following groups participated: the Auburn Art Club; the Shakespeare Study Club; Sorosis; historical, social, and literature clubs; the Literary Guild; and the Clavier Club. All of these clubs continued to hold regular meetings of their own, but joined together as the Literary Union for the civic betterment of the two communities.

In April, 1893, the Union held its first quarterly meeting. This practice continued until June, 1901, when the title of "department meetings" was substituted. In its second year, 1894, the Literary Union, hosted the State Federation of Women's Clubs. At this time, the Friday Afternoon Club joined the Union. In 1895, there were 17 participating clubs.

The W.L.U. instituted manual training courses in Lewiston and Auburn schools. Kindergartens were established and teachers trained under club sponsorship. Playgrounds set up in Lewiston and Auburn were supervised by club members for many years. One was organized in 1908 in the yard of the Franklin School, Pine Street, Auburn, in a ceremony attended by hundreds of mothers. Another one opened in New Auburn; and another in Lewiston. They were carried on for several years, free of cost to both cities. Many generous gifts were received from men of the two communities to promote this worthwhile project. The club members put up swings, slides, and all the paraphenalia needed for well-equipped playgrounds.

By 1910, this department had become so important that a sub-committee was named for each playground. Later, trained workers were obtained. Mrs. A. A. Garcelon was the first secretary of this department. In New Auburn, Mrs. Horace C. Day raised money by popular subscription; and Barker Mill people helped support the project in their area.

Cooking classes were instigated in the schools. A representative of each of the 22 clubs served on a committee in charge. Mrs. George Atwood was chairman of the Auburn activities.

In 1902, individual membership at $1. per year, was established and proved a success both financially and along literary and social lines. The W.L.U. met in various halls and homes such as "Idle Wilde" at Lake Auburn; the Lake Grove House; churches; and, after the Progressive Club of Lisbon became a member, sometimes the Villa, in Lisbon. The subject of parliamentary law was stressed.

It had been suggested that the W.L.U. should have a clubhouse. The first project was a dinner put on for the benefit of such a fund. There were 354 enrolled members, and the clubhouse fund for the year reached $97.

A notable Colonial luncheon was given when Franklin Holden gave violin solos with Miss Florence Wells as accompanist. It was the year (1910) that the Music Department was organized, with Miss Carrie Miller as first chairman.

Special attention was given to the clubhouse fund during Mrs. A. M. Penley's regime, and the books showed a total of $1,672.14, six hundred dollars of which had been raised that year. Other notable events of this period was an author's reading program by Holman Day and a reception for Governor and Mrs. Fernald.

In 1917, the W.L.U. originated "Clean Up Week" and tried to interest the Chambers of Commerce in cleaning up the river banks. The club was awarded second honors in a New England "Paint Up Clean Up" campaign.

During the presidency of Mrs. A. E. Chittenden, $5,000 was raised at an Allied Bazaar. All funds were turned over to the Red Cross, as this was during World War I. The Union helped needy families, sold Liberty Bonds, and presented patriotic programs. It donated over 1,000 items of clothing to the Russian Relief Drive. In 1918, the W.L.U. purchased their first U.S. flag, and it had been saluted at each meeting since then.

The Woman's Literary Union was host to delegates of the Conference of Federated Clubs at Poland Springs, in 1925. A tea was given at Bates College, for the conference delegates. The Chambers of Commerce of both cities cooperated and furnished transportation from Poland Springs to Chase Hall.

In 1929, the W.L.U. Department of Literature formed a Book Review Club, which held monthly meetings, with members giving reviews. The same year, the W.L.U. voted to buy the Squire Little homestead at the corner of Main and Vine Streets as a clubhouse, for a price of $8,000. It was one of the most attractive houses in the two cities, with a fantop leaded glass doorway, a handsome Colonial stairway, large rooms with archways and fireplaces, an ample kitchen, and an 84 x 164 foot lot. The chimneys had been topped off; and renovations, including a heating plant, electric lights, and papering and painting throughout, were started. By fall, the new clubhouse had been furnished with antique furniture given by members and clubs, and was ready for occupancy. The Portland *Sunday Telegram* awarded the W.L.U. a $200 prize for landscaping the grounds.

The Garden Club of the W.L.U. was organized in 1931 by Mrs. A. A. Garcelon, who served as its president for eight years. It had remained active ever since, receiving both state and national awards. For many years, members traveled to the U.S. Veterans Facility at Togus each Friday, in April, to make flower arrangements for the veterans. Mrs. F. O. Stephens iniated an herb luncheon which became an annual affair. Herbs were featured on the menu and at the program which followed. Many flower shows were staged featuring wild flowers, miniature arrangements, mass arrangements, and flowering shrubs. The club has also sponsored decorative doorway contests during the Christmas season.

In 1950, the beautification project was the planting of evergreen shrubs at various intersections, and flowering trees and ivy along streets or walls. For such projects, Mrs. Charles W. Eaton, president from 1949-1951, received an award of merit in 1951, when she was State President of the Garden Club.

She was also honored at the National Council of State Garden Clubs at Missoula, Montana, where she delivered two addresses.

The W.L.U. enjoyed the historical Squire Little house for 14 years. Then, Mrs. Ella M. Foss willed her beautiful, spacious mansion to them as a clubhouse, plus a sum of $25,000. The first clubhouse was sold and was a nursing home in 1968. Mrs. George M. Chase was president at this time. On April 19, 1943, the organization moved to its new home at 19 Elm Street, Auburn. At their first meeting, Mrs. Marion Payne Louisfell was elected president.

Many notables had been entertained at the W.L.U. clubhouse both as guests and as program participants. In 1953, when the Maine State Teachers Convention convened in Lewiston, the gracious rooms of the W.L.U. clubhouse were opened for a reception honoring the Executive Committee of the Maine Teachers Association. Mrs. Eleanor Roosevelt, widow of President Franklin D. Roosevelt, the keynote speaker at the M.T.A., and Mrs. Sarah Caldwell, Past President of the National Teachers Association, were among honored guests.

Each year, the W.L.U. held a bazaar at the clubhouse, the funds being donated to a worthy cause or community project. Since the organization of the Garden Club, an Open House has been a feature during the Christmas season. The festivities have been known as the "Yulefest".

When Governor Muskie was in office, several members of the W.L.U. Garden Club attended a ceremony at the State House when the white pine cone and tassel was adopted as Maine's official floral emblem. In 1968, Mrs. Theodore Paul was president of W.L.U., and the membership stood at 305.

*Contributed by Mrs. Charles W. Eaton*
*Past President of Lewiston-Auburn Women's Literary Union*

## BUSINESS AND PROFESSIONAL WOMEN'S CLUBS

The Lewiston-Auburn Business and Professional Women's Club was the first to be organized in the state, on October 23, 1919. With the second organized club, at Portland, and the State Association and Bureau of Police Women and Matrons, they formed the Maine Federation of Business and Professional Women. Over thirty foreign countries and the United States now comprise the International Federation. It reaps the advantage of having a qualified national representative as an observer at the United Nations, and is the only women's organization to have representation on the Status of Women in the United Nations.

The following women, in order of service, were residents of Auburn at the time of their serving the local club as president: Mrs. Isobel Marble, Harriett Stetson, Elizabeth Strauss, Mrs. Helen Robinson Johnston, Mrs. Sally Pickering, Mrs. Ava Robinson, Louise Green, Mrs. Gertrude Parker, Mrs. Thurley Flewelling, Crystal Reed, Grace Wakefield, Mrs. Nellie Frost Jordan, Mrs. Estelle Baird.

In 1940, the club purchased a cabin in the deep woods section at Girl Scout Camp Wayaka, Raymond, and has annually sponsored camperships for deserving girls from the area of Lewiston-Auburn. In addition, it serves community needs and studies, and takes a stand on community and civic projects, including Civil Defense, Highway Safety, Urban Renewal, and Third Bridge Referendum.

In 1965, a second club was formed, the Androscoggin Business and Professional Women's Club. Two of its presidents had been from Auburn: Mrs. Mary Houghton and Mrs. Pauline Getchell.

*Contributed by Louise Green*
*President*, 1968

## PREVENTION OF CRUELTY TO ANIMALS

Auburn has had an ample and important part in the history of the Lewiston and Auburn Society for the Prevention of Cruelty to Animals. Since it was organized in 1885 as an adjunct of a national society of the same name, and for the past 20 years almost all of the meetings have been held in Auburn.

The first agent elected by the society fas E. P. Laughton. Later, Stephen Hayes was named agent for Auburn. At the meeting of April 26, 1901, reports were submitted by "Society's agents, G. A. Allen, F. I. Mills, and C. H. Small." George A. Allen, an Auburn resident, served as agent until 1914, when he resigned. The 1902 report showed that during the year his attention had been called to "26 horses, 6 dogs, 3 doves, 3 cats, a car load of cattle, a load of calves and swine and numerous others cases".

Efforts of the society having been directed to the need for help to insure proper care for neglected children, as well as for animals, an attempt was made in 1903 to change the by-laws; but finding it impossible to make the changes desired, it was determined to form a new society to be called "The Androscoggin County Humane Society".

Dr. Alfred Williams Anthony, president in 1910, proceeded to interest the clergy and press to prevent cruelty to both children and animals. It appeared in a committee report presented at the December 1915 meeting "that in the county there was no central agency for collecting or disseminating information respecting the care and welfare of children, that it was publicly reported that the City Marshal and the Police Department did not know of any officer in the county having jurisdiction for the protection of Children". Thus, it appeared "that activity, and at least some measure of publicity in behalf of children was needed in the county." Miss Rose Nealey was named by the society in connection with such work. Her duties included visits to the important towns in the county, such as Mechanic Falls, Livermore Falls, and Lisbon Falls. In 1917, Miss Nealey resigned and Mrs. John O. Pierce, of Lewiston, was elected Visitor. Mrs. Pierce continued in this work through the war years.

In 1915, on Labor Day, the society was successful in promoting a "Work Horse Parade", with money prizes and ribbons to the first, second, and third winners in all 21 classes.

Reports of Agent Herbert J. Pearson were noted upon the records through 1915-1918; however, President Anthony, on February 5, 1916, reported "that on account of change in the Statutes, H. J. Pearson could not be appointed Agent for the Prevention of Cruelty to Children, unless on petition of the County Commissioners or Municipal Officers, and the secretary was instructed to communicate with Mrs. Catherine V. Tracey, and arrange to co-operate with her as such Officer." It was not until a meeting called for October 8, 1930, that another agent was named for the society when "it was voted to request the Governor to appoint E. A. Bickford, of Auburn."

A new project was initiated on November 26, 1915, when A. W. Anthony, J. F. Boothby, and Rev. R. F. Johnnot were named as a committee to work out a plan for a bird house competition. This project, undertaken in December of the same year, was the Bird House Campaign. The society furnished lumber and materials for the construction of bird houses by pupils in the manual training courses under the supervision of their teachers.

During the years 1917 and 1918, efforts of the society were directed to Red Cross service and to other agencies for the relief of suffering caused by the war.

Before October, 1930, much of the effort in regard to children was coming from state and municipal agencies, and the investigations in regard to cruelty to animals were being done by State Humane Agents. Dr. Anthony was still president of the society, and Ralph W. Crockett, Esq., of Lewiston, served as secretary from 1915 to 1949.

In 1948, a new modern house and private boarding kennel was constructed by Mr. and Mrs. Clifford W. Stevens, on Washington Street, Auburn. Later, Mr. Stevens was appointed State Humane Agent and a section of the new kennel was reserved for stray animals. Dr. Laurister N. Brown, veterinarian, of Auburn, gave freely of his services whenever needed for the benefit of the cats and dogs taken in by Shangri-La, the name by which the new kennel was known. After the death of Mr. Stevens, in September, 1951, Hortense Stevens was appointed as State Humane Agent, and kept the boarding kennel and shelter in operation.

In 1949, it was voted that hereafter the records of all meetings of the society be kept under the original name of Lewiston and Auburn Society for the Prevention of Cruelty to Animals, which had never been legally changed to the Androscoggin County Humane Society.

Between October 18, 1949, and October 10, 1950, animals admitted at K-9 Shangri-la numbered 423; and between October 10, 1950, and October 1, 1951, the number admitted was 537.

In October, 1951, Ralph B. Whittum presented facts and figures in relation to the need for better legislation in regard to the dog laws. Discussion followed, which resulted in meetings of this society with the Associated Dog Clubs of Maine. On February 18, 1953, proposed changes in the laws were read, and slated to go before the Legislative Committee on February 26. New legislation was passed which prevented the shooting or otherwise destroying of dogs without first giving a description to the city clerk and giving shelter for a period of two weeks, for which any recognized shelter or veterinarian would receive board at the rate of $1 per day to be paid by the State. The provision for the care of dogs by the State greatly relieved the situation for this society which, by then, was running too low on funds to keep up the support of the increasing number of dogs that were being admitted.

An Act to ratify and confirm the original incorporation of the Lewiston and Auburn Society for the Prevention of Cruelty to Animals was presented to the Legislature by Judge Alonzo Conant, of Auburn, and was approved by John H. Reed, Governor of Maine, May 10, 1961. It then became Chapter 169 of the Private and Special Laws of Maine.

Raymond Clifford was appointed agent for a four-year term after the resignation of Mrs. Stevens in 1961, and was re-appointed in 1966 for another term. In 1965. he was named Auburn dog officer to succeed John L. Dufour, who had held that city office for 43 years.

Some two years after Mr. Clifford's first appointment, a temporary shelter was established in a one room shed at his home. As time went on, however, the services of private boarding kennels became so much in demand that more often than not there was no room left at K-9 Shangri-la for the admission of stray animals, until the society was faced with the fact that the "temporary" shelter thus established was the only place left available for the housing of strays.

On January 20, 1966, two Auburn boys, Gilbert Larochelle and Scott Ray, aged 8 years, were presented the American Humane Association "William O. Stillman Certificate of Award" for the rescue of a beagle from an abandoned well where she had been trapped for more than eight weeks. The beagle, Cleo, recovered very well after treatment and a couple of months on a good nourishing diet; and with her owners, Mr. and Mrs. John Roberts, was present at the awards presentation by Mayor Harry Woodard, of Auburn.

All of the dedicated effort that has gone on adds up to a successful venture, even though back in April, 1903, Agent George Allen was asking for a shelter for small animals. In 1968, the society was still aware of the need for an adequate animal shelter, and had committees working to further plan for such an establishment.

Officers for the year 1968 included the following Auburn residents: Miss Eleanor M. Smith, president; Wallace H. Robinson, vice-president; Raymond L. Clifford, treasurer; Mrs. Raymond L. Clifford, secretary; Mrs. Paul W. Bean, corresponding secretary. Those from Auburn serving on the Board of Directors included Mr. and Mrs. Benoit Blais, Mrs. Avis B. Bray, Mrs. Wilfred Cloutier, Mrs. Ray I. Gowell, Mrs. Lloyd Gower, Mr. and Mrs. Roland E. Keene, Stewart McCrellis, Miss Dorothy P. Webber, Mrs. Clara R. White, and Ralph B. Whittum.

## LEWISTON AUBURN KENNEL CLUB

A group of citizens in the area of Lewiston and Auburn, with the idea of promoting a wider interest in pure-bred dogs and dog shows, met to form the organization known as the Lewiston-Auburn Kennel Club, some few years prior to 1938. In 1938, a licensed American Kennel Club show was sponsored by the group and held at the Lewiston Fair Grounds. Mrs. Mattie B. Muchmore, then of Lewiston, later a resident of Auburn, was president; Dr. Laurister Brown and Mrs. Joseph (Daisy) Guilmet, Auburn, and Mrs. S. E. Sawyer, Lewiston, were vice presidents. Carl Hussey was secretary and Albion B. Conant was treasurer. The sixty-four page catalogue carried an imposing list of prizes and trophies, including the Governor's trophy offered by Lewis O. Barrows. It was a successful all-breed dog show, with a total of 168 entries from all the New England States.

From that time until 1948 club activities ceased so far as licensed dog shows were concerned. The club was revived in 1941 with Mrs. Ardelle (Mary C.) Littlefield, Auburn, as president; and on June 3, 1947, the organization was incorporated under the name it had previously adopted.

In order to again become eligible under AKC rules and regulations to put on a licensed point show, the group held the required less formal Plan "A" sanctioned match shows, with Mrs. Littlefield as president and general chairman in 1947, and Clifford W. Stevens as president and general chairman in 1948.

Requirements having been met, the club arranged for the licensed point show, September 18, 1948, with an entry of 259 dogs. Shows became an annual event, and by 1958, the Ninth All-Breed Dog Show and Obedience Trial brought an entry of 402 dogs.

On October 26, 1966, the Seventeenth All-Breed Dog Show and Obedience Trial was held. The 80-page show catalogue listed entries of 520 dogs from Maine and other states across the nation, even including one each from Puerto Rico and Honolulu.

Auburn Presidents of the Lewiston-Auburn Kennel Club have been Mrs. A. L. Littlefield, 1941-1947; Clifford W. Stevens, 1948-1949; Raymond L. Clifford, 1953; Eleanor M. Smith, 1958; Steven Passerman, 1963-1964.

Secretaries have been Mrs. Daisy Guilmet, 1941-1945; Mrs. Monona Clifford, 1946-1949; and 1951-1958; Mrs. Margaret A. Dean, 1950; and Mrs. Doris S. Anderson, 1959-1968.

Although the annual dog shows had been held in Lewiston, the monthly meetings were held in Auburn. For a number of years, a monthly bulletin called "Lew-Aub Barker" had kept members well informed of the doings of the previous meeting and in touch with other members of the "dog world."

In 1968, officers of the Lewiston-Auburn Kennel Club included the following Auburn personnel: President, Mrs. George (Dorothy Kaye) Hewison; and Treasurer, George U. Scudder.

*Both S.P.C.A. and Kennel Club Material*
*Contributed by Mrs. Monona B. Clifford*

## ANDROSCOGGIN HISTORICAL SOCIETY

Although its interests and purposes are not confined to the City of Auburn, the Androscoggin Historical Society has its museum, library, and meeting place in the County building at Auburn, this being the county seat. Several of its officers, past and present, have been Auburn residents.

In the preparation of this Centennial History of Auburn, the sources of historical record contained in the archives of this Society have been frequently resorted to. Through its courtesy, several pictures of historical value were made available for use in this volume, notably those of Squire Edward Little, Jacob Roak, and Ara Cushman, as well as one of the original signboard marking toll rates on the old bridge to Lewiston, which is preserved in the Androscoggin Historical Society Museum; and that of the I. N. Lombard shoe factory, on Goff Hill.

The editors of this Auburn History are indebted for these reasons and for the following historical notes regarding the Society itself, preparated by its Curator, Clarence E. March:

Androscoggin Historical Society – Its Growth from 1867 to 1968.

Our earliest records show its organization on October 14, 1867, as the "Androscoggin Natural History Society" with the list of offiicers as follows: President, Professor Richard C. Stanley; Vice-President, J. A. Whitman; Corresponding Secretary, Rev. U. Balkam, D. D.; Recording Secretary, T. A. Dickinson; Treasurer, J. A. Whitman; Superintendent of Rooms, George J. Varney. It is not known how long this Society existed, but it was finally abandoned.

It re-appeared in 1879 when Ex-Mayor J. B. Ham, of Lewiston, proposed that a historical society be formed. This meeting was held in Auburn Hall, at the convention of Civil War Veterans of Lewiston-Auburn, on April 17, 1879.

The proposal was accepted after Governor Alonzo Garcelon spoke in its

*An interesting display at the rear of the Androscoggin Historifal Society Museum, rare statuettes, an antique clock,, collection of Indian arrowheads, picture of a long-gone church, a cigar store Indian, a bouquet under glass, sleigh bells and other relics of another era.*

favor. The list of officers were President, Gov. Alonzo Garcelon; Vice-President. J. B. Ham, Lewiston, and Thomas Littlefield, Auburn; Secretaries, J. G. Elder, Lewiston, and George Woodman, Auburn; Treasurer, J. B. Jordan, Auburn. It is not known how long this organization lasted, but it was eventually disbanded.

Again, in 1923, the Society was organized and incorporated as the Androscoggin Historical and Antiquarian Society. On May 15, 1951, its name was changed to the Androscoggin Historical Society.

In 1968, the Society had expanded and occupied four rooms in the Androscoggin County Building. Its growth had been rapid during the preceding 18 years, and in 1968 it was considered the leading Society of its kind in Maine. On October 7, 1966, it was awarded the National Award for Maine. It had probably the finest and most extensive county library of local history in the State as well as three large museum rooms. Many visitors, researchers, and school groups visited the rooms during each year.

*Contributed by Clarence E. March, Curator,*
*Androscoggin Historical Society.*

# Chapter 18

## ENTERTAINMENT AND RECREATION

### AUBURN'S RADIO FIRST

AUBURN had been acclaimed "first" in several fields of activity in the course of its history. It became known many years ago as Maine's first community to manufacture shoes by the factory method. It won fame a half century ago by becoming the first in this State to adopt the Council-Manager form of city government. It was less known that Auburn became the location of Maine's first licensed radio broadcasting station, in 1922. There were only 24 licensed radio broadcasting stations in the United States at that time. Here is the story:

In 1916, Elmer W. Nickerson, retired and resident at 790a Minot Avenue, Auburn, in 1968, was the proprietor of an electrical shop and store at 33 Court Street, Auburn, under the business name of Auburn Electrical Company. In that same year, a young fellow named Thurl Wilson, just out of high school and "crazy about electricity", went to work for Nickerson. His enthusiasm for the trade soon had him working after hours on projects of his own.

As an adjunct to his Court Street store, Nickerson had a battery and tire store in the former Steve Lovejoy blacksmith shop on the V of land between Turner and Knight Streets. Here, young Wilson, at his own expense and in after-hours labor, built himself a transmitting radio set. Even before he had a license, Thurl began speaking pieces, singing songs, and playing his madolin and banjo over the air for public edification, still at the battery shop location. It was this eager start that made him aware of the need for a license. Owners of crystal receiving sets around town complained about the new station cutting in.

Wilson then found that it required a licensed operator to apply for a license, and he found such a person in D. Wayne Bendix who chanced to be working in Auburn at the time. Thus, when the Department of Commerce license for 5-watt Station WBM came through, April 29, 1922, it listed Bendix as the operator and Wilson as assistant; but it was Thurl who did the broadcasting.

It was then that Thurl Wilson wanted to get a more suitable location for his new station, and Elmer Nickerson helped him rent space on the top floor of Auburn Hall. Difficulty resulted because the first aerial wire was strung from the antenna atop Auburn Hall to a building across the street. This brought protest and had to be changed; then, broadcasting went on.

Next, young Wilson thought that his station should have a piano. Nickerson found an old and unused grand piano in Libbey Forum, at Bates College. It cost $10 to get it moved, plus the strength of Nickerson, Thurl, and a helper to carry it up three flights of stairs.

From then on, WBM's evening radio programs (Thurl worked at other jobs during daytimes) carried not only musical numbers but, according to its announcement at the time, "news items, Arlington time signals, weather and baseball reports plus local talent." The latter comprised John Scruton and other radio fans.

The little station, expecting to cover only a 50-mile radius, got cards and calls from more distant places; one, from Denver, Colorado. Once, when WBM broadcast a business plug for Lawrence Music Company, it received a Department of Commerce warning that it could not engage in advertising.

By 1926, more and bigger radio stations were being established, and WBM went out of business. Thurl Wilson went on to become the head of his own electrical contracting business. Still active on special contracts in 1968, and as electronics conscious as ever, he was residing on the road from North Auburn to Turner.

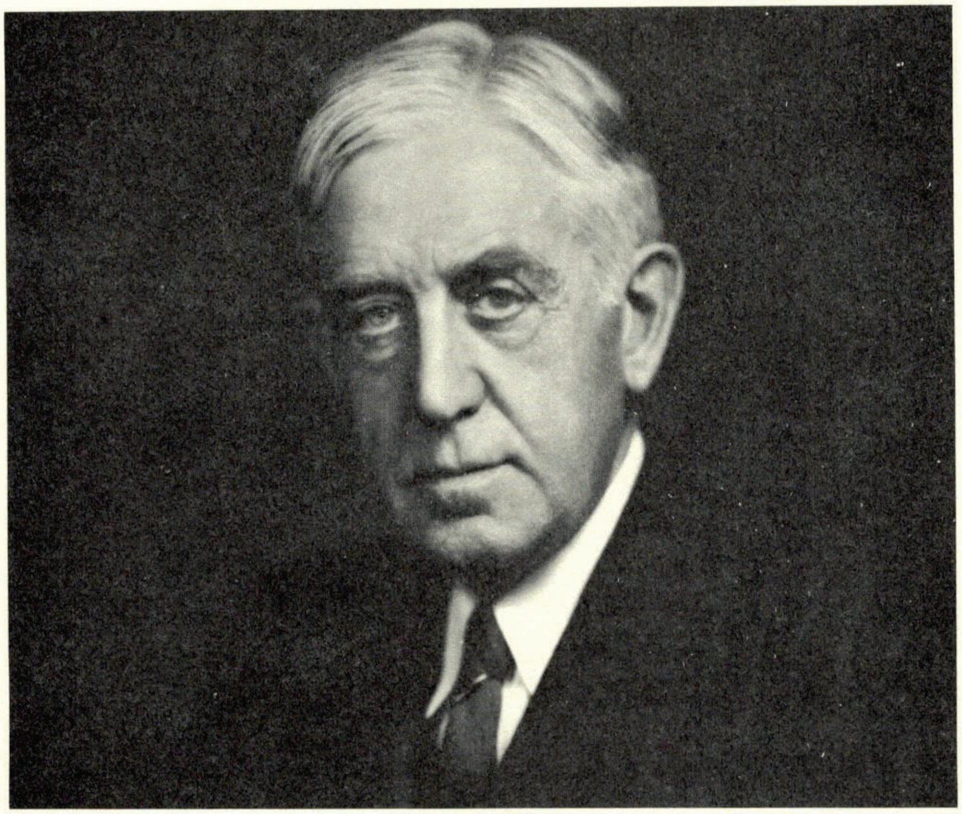
## SENATOR WHITE'S RADIO BILL

Maine people, and especially those in the central part of the State, take special pride in the fact that the late U. S. Senator Wallace H. White, Jr., a Lewiston native who in later years took up residence in Auburn, was the co-author of the Congressional Act that set up the Federal Communications Commission for control of radio broadcasting, in the basic form that now applies. Although he lived in Auburn during his closing years in the Senate, his several elections to the House and Senate had been as a resident of Lewiston.

In 1923, as a Representative to Congress from Maine, White saw the need for enlightened federal legislation to give regulation and design to this fast-growing industry. In 1927, still a Representative, he presented his bill again, to find that Senator Clarence C. Dill of Montana had proposed a bill for a similar purpose. White's proposal was for the Secretary of Commerce, Herbert Hooover, to be the licensing authority. Dill's bill called for a commission of five, appointed by the President Calvin Coolidge. The two compromised, and the Dill-White Bill became a law.

## WLAM

Radio broadcasting in its contemporary commercial form made its advent on the menu of Auburn's community enterprises on September 4, 1947, when WLAM went on the air. This station, licensed in the name of the Lewiston-Auburn Broadcasting Corporation, had



*U.S. Senator Wallace H. White Jr., Co-Author of the Bill that created the Federal Communications Commission.*

set up its transmitter on a tract of land in the Oakdale section of Auburn, on outer Washington Street, alongside the Little Androscoggin River. Its studio and business offices were in Lewiston at that time. In March, 1962, all was moved to the Auburn transmitter building, which had been enlarged.

WLAM, a 5-thousand watt station, broadcasting on 1470 kilocycles, proved to be a popular and powerful contender among the radio media from the start. Dedicated to non-partisan public service, keenly responsive to community betterment, providing alert news coverage, discerning in its selection of network and staff programming as to both commentary and music, it had held a high place in the state.

Frank S. Hoy, founder of the station, continued as treasurer of the corporation; his son, F. Parker Hoy, was president of both corporations and general manager in 1968; Harold W. Dutch was executive vice-president and manager. In 1968, the Hoy Communications Corporation acquired rights to an additional station, WIDE, in Biddeford.

The WLAM station designation derives from the letter W required for all radio broadcasting stations east of the Mississippi, L for Lewiston, A for Auburn, and M for Maine. Its beam consistently covers a large half of Maine and into New Hampshire, extending directionally northeastward along the coast and sometimes overseas.

## WPNO

On July 9, 1968, a second radio broadcasting station appeared on the Auburn scene. This was WPNO, dial 1530, a daytime station with its studio at 88 Court Street. The sponsoring corporation was Andy Valley Broadcasting System with James Aikman as president; Gerard Pineau, vice-president; and John Pineau, treasurer. The Pineau brothers were owners of Station WGHM in Skowhegan, John Pineau also being the proprietor of a Lewiston drug store. Aikman, of a Canadian family, was a Bates College graduate who was a part-time employee of WLAM during his student years. Station WPNO was well received in its opening year.

*Compiled by Ralph B. Skinner.*

## AUBURN THEATER

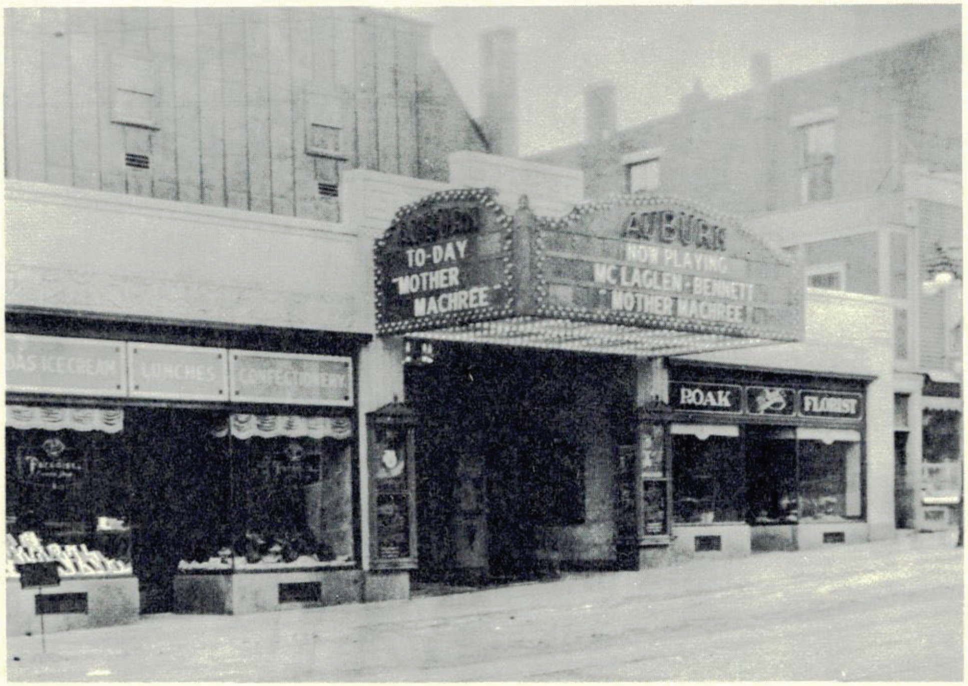
From the earliest days, Auburn always lived in the shadow of Lewiston as far as theaters were concerned. The tradition stretched far back to the days of Music Hall (built in 1865), the Parlor Theatre, the Empire, the Strand, the Gem, the Mystic – all were located across the bridge, in Lewiston, following the tendency in most communities for theaters to congregate in one theatrical district. Thus, for many years the thousands of Auburn theater-goers had to cross the Androscoggin for their entertainment.

Attempts, all short-lived, had been made to exhibit motion pictures in Auburn, notably in Auburn Hall; but the inadequacy of physical equipment, plus the fact that Lewiston theaters commanded the best sources of feature pictures, made these ventures unprofitable.

In the 1920's, the Auburn Chamber of Commerce, led by its secretary, Sam O. Foss, Jr., began a determined effort to bring about the construction of a modern motion picture theater in Auburn. This was not only a matter of pride; it was also a very practical method of bringing more life and traffic to the Auburn business and shopping district.

After long negotiations with William P. Gray and George W. Lane, Jr., of the Maine and New Hampshire Theaters Company, an agreement was reached, and land was acquired at the corner of Court Street and Mechanics Row for the purpose. On this tract stood the former City Building, a wooden structure which housed the *Auburn Free Press,* and a cement and adhesives firm.

Construction of the theater was started in early 1928, and the Auburn Theater opened its doors on October 1, 1928. It was of the stadium, rather than the balcony, type; and it seated 1140. Its entrance and lobby opened on Court Street, and the building included a store on each side of the theater entrance. One of these was occupied by the George M. Roak Company during the structure's entire existence, whereas the other housed a succession of different tenants.


AUBURN
TO-DAY
MOTHER
MACHREE
AUBURN
NOW PLAYING
McLAGLEN-BENNETT
MOTHER MACHREE
ICE CREAM
LUNCHES
CONFECTIONERY
ROAK
FLORIST

*Auburn Theater, the long-time hope of Auburn folk that came and went within 33 years,* 1928-1961.

The theater itself had a fine, large, and completely equipped stage; the best in motion picture projection equipment; and a Wurlitzer theater organ, classified in the parlance of the day as "mighty". The interior was carpeted throughout, was beautifully decorated, had excellent seats and sight-lines, and at the time of its opening was one of the finest small theaters in New England.

The opening attraction was "Excess Baggage", a silent picture, starring

William Haines. The featured organist was E. Ward Steady, who was, as it turned out, the only regular organist that the theater was ever to have, because already talking pictures were waiting in the wings to make the silent picture obsolete. A few more silent features, and a relatively abortive experiment with inadequate equipment to show the now-essential talkies, filled the months until June 1929, at which time the top-picture policy was returned to the Empire Theater, in Lewiston.

Because the Auburn Theater was never quite able to overcome the traditional tendency of local show-goers to show-go in Lewiston, as of June, 1929, it became a vaudeville house, with occasional relapses into straight picture programs. The Music Hall orchestra moved in, and was re-christened the Auburn Theater Orchestra; and John J. (Jack) Kenney, himself a vaudeville headliner, took over the managership for many years. Those years were like a roller-coaster ride — the "Auburn" was either packed, or it was empty; there was no middle ground. Through the war years, it had great prosperity. Then Jack Kenney retired, vaudeville declined, and TV came. In the resulting decrease in movie patronage, the "Auburn" was the first to falter. Attendance dwindled, fewer features were available, and the inevitable day arrived. On November 6, 1954, the Auburn Theater closed its doors for the last time. And there it stood. Icicles froze, the roof leaked, insurance and taxes went on and on, and no improvement in the prospects for theaters was evident as the years went by. It was sold to the Auburn Parking Authority on March 28, 1961. Bulldozers moved in. The walls came tumbling down. Soon, asphalt was spread, and parking meters sprouted where once lights had shown and music had been played and crowds had gathered. Auburn's theater had come — and gone.

*Contributed by Kenneth E. Conner*
* *First Manager Auburn Theater — Ex-Manager Empire Theater*

## NEW AUBURN COMMUNITY

Then there was the Community Theater, a motion picture house at 37 Second Street, operated by James Pollard, from 1940 to 1959. It was located on the site of the former Walton Bakery that was destroyed in the conflagration of May 15, 1933, that burned out a large portion of New Auburn.

## AUBURN DRIVE-IN

What was started as Danville Drive-In Theater, in 1950, was taken over by Lockwood and Gordon Enterprises, of Boston, the following year; renamed Auburn Drive-In Theater; and since operated under that name and management. Howard Miller of Portland was local manager in 1951-52; Ray D. Thayer of Auburn assumed the position in 1953 and had so continued through 1968. This summer outdoor theater was located alongside the Auburn-Portland Highway in the Danville area.

## LAKE GROVE

It has been 40 years since the last patron entered the gates at Lake Grove, East Auburn; yet a mention of the name brings a flood of happy memories to those who remember "The Grove" at its peak. As an amusement center, it was the mecca of pleasure seekers for miles around.

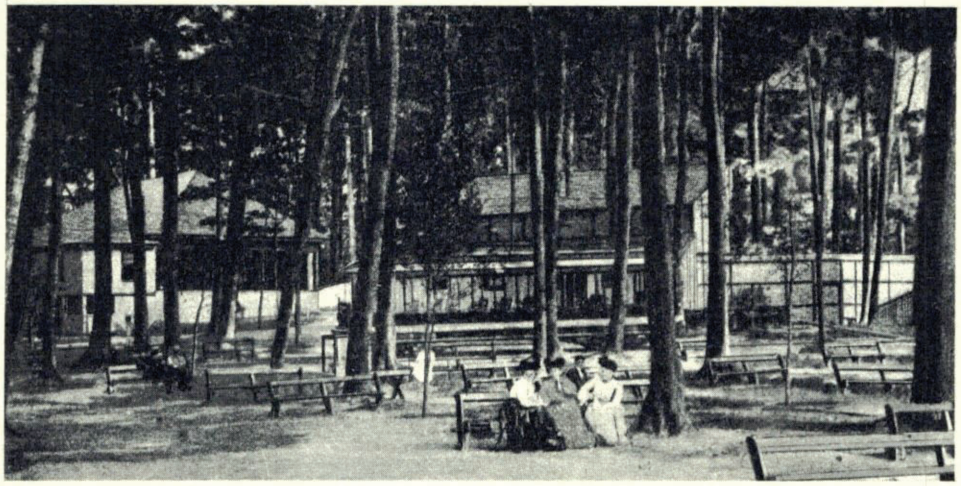
In 1883, the Lewiston Horse Railroad Company extended its lines to East Auburn and set up a pleasure spot beside Lake Auburn. Trips to "The Grove" in open air cars were festive occasions. Singing passengers packed the cars. More adventurous patrons even rode on the roofs. One weekend, 1,400 passengers made the round trip. Car patrons were admitted to Lake Grove without charge. Other visitors bought entrance tickets after hitching their teams to trees and fence posts.

In the late 1800's, there was menagerie at the park: monkeys, an Arctic owl, and native wild animals. A bowling alley, croquet grounds, and a horse shoe court helped the patrons get both exercise and an appetite. One could buy a quart of peanuts for a nickel at J. W. Merrill's restaurant on the grounds. Then, patrons would gorge both themselves and the squirrels. Rowboats and canoes were rented at the wharf. In the boathouse, tracings of record size salmon covered the walls. For 15¢, one could take the ride around the lake on the steamer *Lewiston*, captained by Frank R. Whitney. Excursion rates were a nickel.

Affluent passengers stopped for dinner at the Lake Auburn Mineral Spring Hotel, on the west side of the lake. Then they returned to Lake Grove for a band concert and finally took the buckboard, driven by S. H. Briggs, to the top of Mt. Gile to watch the sunset from the observation platform of the five-story observatory. In 1884, E. T. Gile had bought 12 acres of land atop White Oak Hill in East Auburn and renamed it Mt. Gile. The view was cleared; and an observatory, bowling alley, croquet grounds, horseshoe court, restaurant, and horse sheds were built. The spectacular view from the tower included the White Mountains, Poland Spring Hotel, the State Fair Trotting Park, and the course of the Androscoggin River for 25 miles upstream.

Lake Grove continued to prosper long after the Mt. Gile facilities were closed. As the years went by, the Grove became a popular place for Chatauqua programs, lodge picnics, revivals, and political rallies. Skating parties were sponsored in the winter. The ice was scraped and illuminated. Accordian music and hot cocoa added to the pleasures.

The outdoor theater at Lake Grove accommodated 500 patrons. It had a



*Lake Grove, pleasure resort of years ago on the Lake Auburn shore at East Auburn; most of the people were attending the Summer vaudeville performance in the amphi-theater at rear of the picture while an open trolley car waited to take them back to the city.*

covered stage flanked by dressing rooms. Patrons sat on backless benches. In the event of a shower, the lucky ones raised their umbrellas. Others held newspapers over their heads. More prudent ones forfeited the price of their tickets (10¢ in the afternoon and 20¢ in the evening) and headed for cover. The theater bill changed weekly; and on holidays, twice a week. Such attractions as the Alabama Troubadours, an impersonation of Harry Lauder, or the Powder Puff Review thrilled the audiences. Special Fourth of July programs were held. One year, the trolley company put on a re-enactment of the sinking of the Battleship Maine. Lester Davis was the show and dance manager at Lake Grove for a long time. He and his wife lived on the premises in the cottage of Bill Gray, a well-known local theater manager.

In 1895, the last horse car left the stable on French Street (now Lake Auburn Avenue). The electric trolley was the new marvel. Freight cars carried ice from the Lake Auburn Crystal Ice Company, located next to "The Grove".

Then came the restless era. Roadsters replaced the trolley. Daughters of former Gibson Girls were flappers. The theater gave way at the Grove to the dance hall. The floor rocked as the Charleston and Black Bottom were danced. The hall was packed when Lou Barrett, one of the best drummers of the state, was billed; or Peter Rogers, son of Senator Edith Norse Rogers, played the trombone.

On Sundays, no dancing was allowed; but free movies brought patrons to Lake Grove. Many local folks saw Charlie Chaplin, Bill Hart, and Mary Pickford at the park.

In was in 1928 that the end came for Lake Grove. It had been losing money for some time. The Auburn Water District had been anxious about the 160 cottages occupied around the shores of Lake Auburn. Lake Grove was an extra detriment to the city's drinking water that came from the lake. The cottages were auctioned off at ridiculously low prices. Some went for less than $25.

The original grove was mostly oak trees; but later a grove of tall pines, planted by the Water District, covered the point.

The Lake Grove House, where so many of the show people boarded, became an antique shop for a while. It closed in 1968. The electrics stopped running in 1941, but the hourly East Auburn bus run of the Lewiston-Auburn Transit Company continued to be known as the Lake Grove bus.

*Contributed by Edith Labbie*
*Feature Magazine Writer*

## LOST VALLEY SKI AREA

The name Lost Valley is familiar as a ski area. Its name came through the idea that the children of Perkins Ridge area were all exposed to the wonders of this deep hidden valley, accessible only through the secret paths discovered and re-discovered, generation after generation.

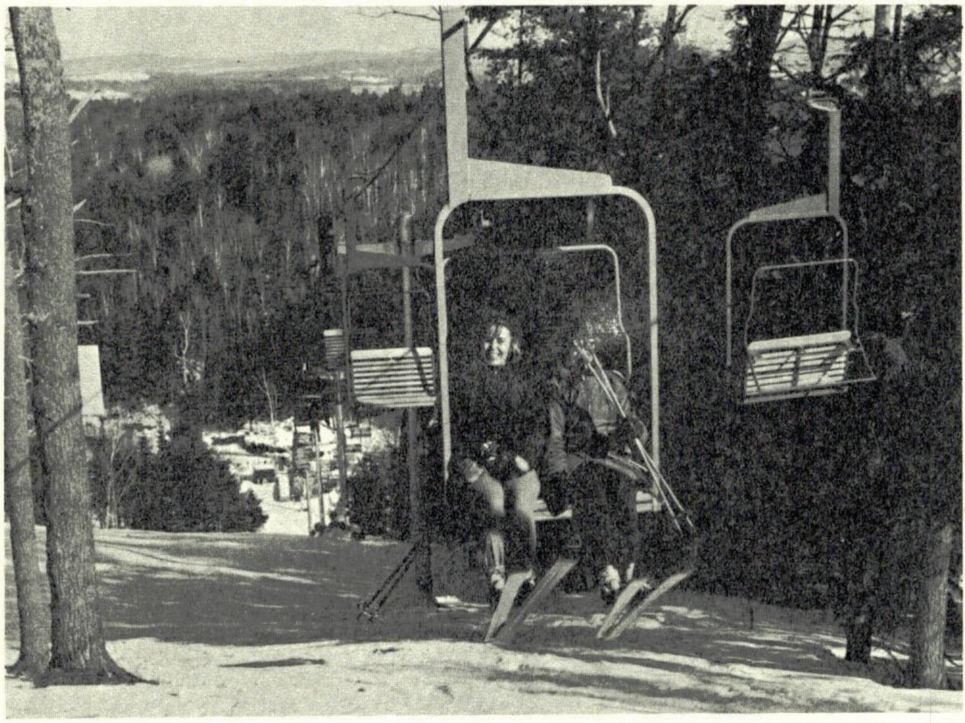
In the fall of 1960, the owners, Otto Wallingford and Dr. Camille Gardner, realized a whim and cut a test trail down through the valley to test snow accumulattion and cover. This half-hearted endeavor was spurred on because of the very promising results.

On September 6, 1961, the actual development began. First, a road was cut and graded to the valley; two slopes were cleared (a total of eight acres); and a rope tow line was graded, 700 feet long with a vertical drop of 140 feet. The original rope tow was still in operation in 1968, and used on weekends to alleviate the use of the other lift facilities. During its seven years of use, the tow had been inoperative for fewer than twenty minutes because of malfunction. In addition to the road, the two slopes (Big Buck and Bob Cat) and the tow, a lodge was built, complete with log siding and field stone fireplace.

On January 6, 1962, this new ski area was open to the public. Two weeks of operation, and tragedy struck. A rain storm turned the entire country side into a sheet of ice. It was a tragedy that spurred good fortune, however, as the undaunting spirit of these pioneers forced them to experiment and effectively put into operation the first artificial snowmaking installation in the State of Maine.

The trials and tribulations and the relative expense of this operation were enough for an Horatio Alger-type story. Compressor after compressor was tried;

pump after pump; and finally the resulting equipment all wired, piped, and made ready. Finally, results! A fine spray of water with compressed air crystallized into fine man-made snow; and after 30 minutes of operation, the skies opened up to unleash a blizzard with a total accumulation of 18 inches of natural God-made snow.



*Looking Down on Lost Valley, location of Auburn's popular ski slope.*

In the summer of 1962, the first major installation, an 800 foot T Bar with a vertical drop of 240 feet; a new expert slope, "Bull Moose"; and an intermediate glade type area, the Pine Grove, added 4 more acres of skiing. In addition to these new facilities, the parking area was enlarged. The following year, two new trails, the Fox Hole and the Otter Run, beginners' trails, groomed out.

In 1964, a 30 meter ski jump was constructed, and a new Spryte snow tractor was purchased. During the next year, another major expansion year, 3,000 square feet of lodge and ski shop facilities were added. The lodge, with its unique design of huge exposed beams and an all-glass front, looked out onto the new Hall, 1,008 foot double chair lift.

Each year since, Lost Valley facilities had been further improved. In 1968, there were 45 acres of skiable area, with lifts capable of handling 3,400 persons per hour with all available safety devices; 3½ miles of cross country trails; and an adequate 30 meter jump; a very desirable complex for the training of competitive skiers.

The ski patrol of 35 men is comparable to that of any ski area in the East, being well-trained and competent.

The ski school was certified with the Professional Ski Instructor Association of America and in 1968, Mr. Werner Rothbacker was Director. In 1963, there were 110 juniors in the ski school. In 1965, there were 480 juniors and 110 adults. In 1968, there was an average of 315 persons per week, or a total of 3,300

*Johnny Bower, Auburn skier and Olympic contestant, who was the first non-European to win the Nordic Combined cross-country race in the Holmenkollen Ski Festival at Oslo, Norway.*

persons, taking ski lessons. This whole endeavor had become an industry in itself. Skiing increased at the rate of 18% per year, and that percentage was growing.

In 1961, the area employed three persons and had a total gross income of $9,125. Naturally, it suffered a net loss. In 1968, the complex grossed over a quarter of a million dollars; employed the equivalent of 21 full-time employees; and depending on many variables, expected soon to end seasons slightly in the black. Facilities for safe and comfortable skiing enjoyment for the family was the aim of Lost Valley.

## THREE SKIERS

On April 18, 1968, a testimonial banquet honoring three Auburn skiers named to U. S. Olympic team positions that year was held at the Lost Valley Ski Area Lodge. A reception at the high school followed. The three young men were John Bower, Tom Upham, and John Greene. Bower and Upham were members of the Olympic team that competed in the Tenth Olympic Games at Grenoble, France. Greene was an alternate member. Bower, a physical education instructor at Middlebury College,

## TAYLOR POND YACHT CLUB

*Start of race in Labor Day Regatta at Taylor Pond Yacht Club. Club started in 1934 and has grown into one of the leading summer activities of about 100 families, with a program of swimming, sailing and racing.*

Vermont, surprised the skiing world when he won the Nordic Combined event and was awarded the King's Cup in the Holmenkollen Ski Festival at Oslo, in March. He was the first American and the first non - European ever to win in this cross country race. In addition to this honor, Bower was feted at the White House, along with King Olaf V, of Norway, and also received the U. S. Ski Writers Association award as the American skier who contributed the most to skiing during the past year, another first for Bower, as never before had the USSWA so honored a Nordic event competitor. Later, he was named Vermont Athlete of the Year, by the Vermont Sportscaster and Sportswriters Association.

*Contributed by Fernand L. Pontbriand*
*General Manager, Lost Valley Ski Slope*

## MARTINDALE COUNTRY CLUB

Around the turn of the century, some of the Lewiston and Auburn sports fans became interested in golf, and a few of them began to hit the ball around in the Franklin pastures, in Lewiston. As the sport became more popular throughout the communities, more and more of the citizens became enthusiasts.

In 1920, a group formed the Martindale Holding Corporation, and stock was issued and sold to finance the building of the first nine-hole golf course. The Robert Martin Homestead on the Beech Hill Road, in Auburn, was the site selected; and the name Martindale came into existence. Like almost all private and semi-private courses, there were no profits shown at the end of each season; therefore, in 1954 the Martindale Holding Corporation was dissolved, and a new non-profit corporation was formed under the name of the Martindale Country Club, Inc., with all members on record at that time considered as members of the new corporation.

In 1961, extensive improvements were made in the Club House with the installing of a new grill room and bar, and a redecoration of the living room facilities. As the membership list expanded, an additional nine holes became a necessity; and land was purchased and construction started in April, 1962, on the "New Nine", which opened officially on September 29, 1963, with four of the original charter members forming the first foursome: William Clifford, Sr., Harris Isaacson, Dr. Edmond Lebel, and Ray Thayer. The eighteen hole course is a championship course, and one of the finest in Maine and New England in 1968.

In April, 1964, the locker rooms were remodelled, and new shower stalls as well as lockers were installed for the men.

With the influx of new plants and businesses in the Twin Cities, the feeling of the majority of the members showed that a new clubhouse would be advantageous to the members and to the communities as a whole. A committee was appointed in 1968 for formulating and studying plans for a new club house or remodelling the existing club house facilities.

*Contributed by Arthur Barrowclough*
*Secretary, Martindale Country Club*

## PROSPECT HILL GOLF COURSE

A second golf course in Auburn is the Prospect Hill Course, which promotes the Andy Valley Golf League. It is located on South Main Street, Auburn; and opened in June, 1957, with a yardage of 2,800, plus three water holes, as a brook crosses fairways 2, 3, and 5.

On May 13, 1968, an additional nine holes were opened, with a yardage of 2,900. These, too, had three water holes.

The Club has a well-stocked pro-shop and a restaurant, open from April 15 to November 1; was open to the public and considered senior citizens of 70 or over as guests of the management.

Arthur V. Chapman, Jr., was the proprietor of this course and its contingents.

## THE TABER RANGE

In addition to a roadside refreshment concession on the Shore Drive around Lake Auburn, the Taber family has provided a driving range and a "Three Par" golf course which is patronized by many enthusiasts of this sport.

# Chapter 19

## ARTS AND SCIENCES

### AUTHORS

FEW Maine communities of comparable size had produced as many fine journalists as had Auburn by 1968. Ever since the Lewiston *Journal* was founded, in 1847, it had been a vehicle of expression for many Auburn residents whose talents were recognized by the literary world after their works were published in book form. The *Journal's* sister paper, the Lewiston *Daily Sun*, had also been influential in keeping local writers from migrating to larger cities.

### Arthur Gray Staples (1861 – 1940)

The great "A. G. S.", editor of the Lewiston *Evening Journal*, author of several books, and famous public speaker, lived in an attractive house on Highland Avenue.

The golden era of Maine journalism flourished during the 47 years that he was either editor or managing editor of the *Journal*. His editorials were acutely perceptive. His weekly columns, "Just Talks", were popular. In addition to preserving local history, they were apt to peel away political hulls to reveal kernels of truth that might otherwise have gone unobserved. These colums were afterward re-run by popular request, in the same *Journal*.

A native of Bath, he kept his ears open for tales of adventures told by old "Salts" who hung around the shipyards; combined these stories with memories of still younger days on his Bowdoinham farm; and found grist for his columns. He taught, tutored, and served as correspondent for two Bath newspapers to earn college expenses to attend Bowdoin. After his marriage to Jane L. Dingley, daughter of Frank Dingley, publisher and managing editor of the Lewiston *Evening Journal*, he joined the staff of that paper and took up residence in Auburn.

"A. G. S.", as he was affectionately known, wrote several books based upon his columns. His *Just Talks on Common Themes, Jack in the Pulpit,* and *The Passing Age* were highly treasured volumes; his *Katahdin and the Allagash* and the edited letters of Gov. Fairfield are less familiar. Known as "The David Grayson of Maine", his sense of humor saved his reminiscences from becoming saccherine.

He served on the Maine Development Commission and the New England Development Council; attended three national G.O.P. conventions as an official

*Arthur Gray Staples* (1861-1940), *affectionately known as "A.G.S." for his "Just Talks on Common Themes" that appeared for many years in the Lewiston Evening Journal. The accompanying portrait showing him at his desk, is here used by courtesy of the Lewiston Journal Company.*

delegate; toured the country giving lectures; and, with his wife, travelled to Europe three times.

"A. G. S." became a legend in the State of Maine, a legend woven of the firm fibers of his character, his authorship, and his editorial ability.

Holman Day (1865 – 1935)

Holman Day captured the vernacular of rural Maine to perfection, and presented it with a puckish humor that was never offensive. His Down East poems were often recited at Grange meetings and on school programs, and never went out of popularity.

He was a prolific writer, having 25 novels, 300 short stories, and several plays to his credit. He received wide recognition as a newspaper editor, reporter, feature writer, poet, film director, screen writer, and radio actor. The Holman Day by-line above reports of Maine conventions, fairs, murder trials, or interviews with folks along the byways, always guaranteed authentic color and gentle humor. One critic said, "He sang the songs of Maine with a full and ever loyal heart."

The shy, withdrawn boy who loved books, grew up in Vassalboro. After graduation from Colby College, 1887, he became managing editor of the Union Publishing Company, Bangor. Later he published a paper in Dexter. After that, he joined the staff of the Lewiston *Evening Journal.*

In 1897, he resigned. Later he became a reporter for the Bangor *Commercial* and a correspondent for the Boston *Herald.* After a few months, he returned to the *Sun* and then the *Journal,* in which he wrote the legislative page plus a daily column known as "Up in Maine", which featured a daily original poem. These poems, in 1900, were published in book form, having the same name as that of his column. This was followed by two other volumes of poetry, *Kin 'O Katahdin* and *Pine Tree Ballads.*

In 1904, he left the Lewiston *Evening Journal* for a final time and retired to his Victorian home at the corner of Goff and Court Streets, in Auburn. Its circular tower and fancy gingerbread trim still set it apart, in 1968, from neighboring homes, because of its special dignity.

Right after retirement, he launched his fiction career. His short stories appeared in *Saturday Evening Post, Youths Companion, Everybody's,* and other magazines of his day. It was also in this home that he wrote his first novel, *Squire Phin.* This was followed by *King Spruce,* highly acclaimed by the New York *Times.* He was the first author to depict the dramatic lives of Maine's river drivers and lumber barons.

Day produced the first motion picture ever made in Maine, a dramatization of his book *The King Log,* in seven reels, featuring an all-Maine cast. The adventure was not a financial success. His *King Spruce* and *Clothes Make the Pirate,* however, were filmed in Hollywood, the latter starring Dorothy Gish and Leon Erroll.

In 1909, Holman Day sold his Auburn home and moved to Portland, where he wrote for the Boston *Journal.* Then Hollywood called him to California where he spent the rest of his life, writing scenarios and playing the part of a Down East sea captain on a San Francisco radio program. His final years were filled with financial and health worries. He died on February 19, 1935, and was survived by his widow, the former Agnes Bearce Nevens, a native of Lewiston; and a daughter, Mrs. Roy Kilner, of Boston. His first wife was Helen Rowell Gerald.

### Erwin Canham

A final outstanding journalist was Erwin D. Canham, Editor-in-Chief of the *Christian Science Monitor.* He graduated from Edward Little High School and Bates College. In 1967, he was named the New England Man-of-the-Year by the New England Council, for "outstanding service to New England and achievement in his particular field of endeavor."

Among other accomplishments, he was chairman of the National Manpower Council, President of the U. S. Chamber of Commerce, moderator of a leading public affairs television program, a Fellow of the Academy of Arts and Sciences, and chairman of a long range study resulting in a vigorous expansion program of the Boy Scout Movement in New England. He received degrees from 21 colleges and universities, and acclaim from many international groups.

### Nonfiction Writers

Among the Auburn authors of historical books were Stanley B. Atwood, Edward Nelson Dingley, John A. Morrill, Attorney James A. Philoon, Ralph B. Skinner, Rev. E. S. Stackpole, Charles M. Starbird, William W. Stetson, Charles E. Waterman, George C. Wing Jr., and Rev. Charles M. Woodman, D. D.

Other nonfiction book authors were Robert Luce, Elmer Drew Merrill, George Perkins Merrill, Mary Percival, Dr. Woodbury Pulsifer, Rev. Henry Rose, Albert Savage, Eleanor Sigil, Thomas Spooner, William Stetson, Chauncey Tinker, and Frederick Turgeon.

Among writers of fiction books from Auburn were Alice Towne Eveleth, Stanley P. Thomas, and Charles W. Towne.

## POETS

### Anne Harvey Sexton

The talents of "A. G. S." seemed nurtured in his granddaughter, Anne Harvey Sexton, who won a Pulitzer Prize in 1967 for her third book of poems, *Live or Die*. Mrs. Sexton used her happy memories of holidays with her grandparents, at their home atop Goff Hill, in an article written for *Vogue*. Her poems appeared in *The New Yorker, Harpers,* and *Partisan Review*. Her first two books of poetry were *To Bedlam and Part Way Back* and *All My Pretty Ones*. In 1959, she won the Robert Frost Fellowship at Bread Loaf, Vermont. She was a Fellow at Radcliff's Institute for Independent Study, where she taught poetry writing. Her husband, Alfred Sexton, was Executive Vice President of the R. C. Harvey Company, in 1968. They had two daughters, Linda and Joy.

Other books of poetry had been published by these poets from Auburn: Alice Evelyn Lawry, John May, Julia May, Daphne Winslow Merrill, Florence Phinney, and Mary Selina Reed.

## ARTISTS

### Scott Leighton (1847 – 1898)

Nicholas Winfield Scott Leighton was called the "Landseer of America" and was noted for his animal paintings, many of which were reproduced by Currier and Ives. A self-taught artist, he became famous by painting horse pictures for wealthy fanciers. His first studio was in Portland. Born in Auburn, he attained prominence throughout the Eastern seaboard. A kind man, he helped many struggling artists, including D. D. Coombs, to get their start.

D. D. Coombs (1850 – 1938)

Delbert Dana Coombs was so well known for his pictures of cows that many collectors did not realize that he was also a fine portrait painter. Four governors and six judges painted by Coombs were hung in the Maine State Capitol at Augusta. Another portrait collection of judges was in the Androscoggin County Building.

D. D. Coombs, (1850-1938) *a master in many areas of the painting art, who is best remembered for his canvasses that so faithfully depicted the beauties of the Maine countryside, and especially those that showed cows about farm and pasture.*

He studied marine life painting with Harry Brown of Portland, landscapes with Benjamin Champney, and portraiture with A. H. Bicknell, all noted artists in their field. Coombs supplemented this training by practicing photography and doing sketches for the Lewiston *Evening Journal*.

### Other Auburn Artists

Among other Auburn residents of artistic repute were Paul Wheeler, Mr. and Mrs. Fred Preble, Janet Pulsifer, Ethel Boston, Mrs. Richard Hooper, and Mrs. Henry Dingley, Jr.

Auburn organizations interested in art were the Auburn Art Club, founded in 1880 by Mrs. Caroline Rich, the oldest continuously active women's group in the Twin Cities; the Lewiston-Auburn Art and Literature Club, founded in 1890; the Central Maine Arts and Crafts Guild, organized in 1967; and the Androscoggin Valley Art Association, formed in 1963.

Adult evening classes for art instruction were sponsored by the Auburn Parks and Recreation Department. The YWCA presented lecture series on modern and classic art at the Kate J. Anthony House, in Auburn.

## MUSIC and MUSICIANS

After the days of the singing schools, vocal quartets came into vogue in the late 1800's. They sang at weddings, funerals, church services, and ceremonial occasions. The better-known Auburn quartets were the Lotus, the Schumann, and the Aeolian.

### Bands

Parades and brass bands were mutually compatible. Both flourished in Auburn during the last 30 years of the 19th century.

Glover's Band was born when six musicians played in the July 4th celebration honoring the 100th anniversary of the United States. Other musicians joined them, and they became known at the Auburn Cadet Band. Newell Perkins was director. When George Glover left the Johnson Band to lead the group, they took on his name.

In 1827, the Johnson Band, founded by Horace Johnson of North Auburn, merged with Lurvey's Band of Lewiston and became the Lewiston Brigade Band, directed by Frederick G. Payne.

Auburn's two outstanding band musicians were Florian "Del" Records who played in the John Philip Sousa Band, in New England's famed Gilmore's Band, in the New England Conservatory's Orchestra, and was first clarinetist in the Boston Symphony Orchestra. He was also one of the directors of Glover's Band. Fred Bumpus, another member of Glover's Band, toured the coastal resort circuits, taught ballroom dancing in Saco, and had a rare violin collection.

### Vocalists

The tenor voice of Charles Marshall (1886 – 1951) brought fame and glory to Auburn, his home town. He was a leading voice at the Chicago Opera Company. As Carlo Marziale, he toured Europe and earned standing ovations. His first music teacher, E. W. Hanscom, discovered his talent.

Ethel Frank, an Auburn girl, was said to have been one of the best sopranoes to tour Europe from America. Alice Huston Stevens also toured Europe giving concerts. She was on the Boston Conservatory of Music faculty for 34 years. Her father founded the Huston Cracker Company of Auburn. Marion Kimball, another Auburn girl, was a soprano soloist in the Holy Cross Church of Times Square.

### Instrumentalists

A noted concert harpist and music critic for the Chicago *Tribune*, was Blanche Dingley Mathews, of Auburn. She established one of the first music schools to stress normal school training for music teachers. Eugenia L. Morton, who graduated from the New England Conservatory of Music, was a concert pianist from Auburn.

### Composers

Auburn musical circles from 1857 – 1896 featured W. K. Emminger and E. W. Hanscom. Both were fine organists and composers.

Mr. Emminger was one of a band of German musicians who came to Maine in the middle of the 19th century. He had a rare gift for improvisation, a brilliant style, and a sound musicianship. For many years he was the organist of the High Street Congregational Church. A number of his pupils became professional organists. He wrote many compositions.

E. W. Hanscom's musical studio was on the second floor of the building on the southeast corner of Court and High Streets. He studied abroad and was organist for the High Street Congregational and the Elm Street Universalist Churches for a total of 50 years. Hundreds of his compositions were published.

Seldon T. Crafts, born in West Auburn, was especially distinguished in musical circles, having been the first director of music at Bates College, and for many years organist at Auburn's Elm Street Universalist Church and State Street Church in Portland.

Two familiar melodies were composed by men with Auburn connections. *Throw Out the Lifeline* was a hymn written in 1886 by Rev. Edward S. Ufford, once a pastor of the East Auburn Baptist Church. Homer Norris wrote the music for *Rock a Bye Baby* to go with the lyrics written by Effie Carleton, of Rockland. Norris was educated in Auburn Schools. He wrote a great deal of sacred music, several musical textbooks, and composed cantatas.

## Musical Groups

In 1917, the Philharmonic Club was founded from the merged membership of the Clavier, Cleff, and Spinet Clubs of Lewiston and Auburn. With a one time registration of 400, they fostered interest in local talent and brought to Auburn many great musicians for concert programs.

The Auburn Trio was a women's instrumental group that played at many local functions, at Poland Spring, and at the Blaine House in Augusta. Mrs. Marion Payne Louisfel was the pianist, Mrs. Grace Cobb the saxophonist, and Mrs. Camilla Webber the violinist.

Russell Jack and Donald Gay were the musical kings of the Auburn school bands. Under their directorship, the Edward Little High School Band grew to a large organization, good enough to be invited to play in Washington, D. C., at the Cherry Blossom Festival.

## ARCHITECTS

Architecture has been called "frozen music." Three Auburn firms ably interpreted that "music" and thereby had enriched the landscape throughout Maine.

Nearly 100 years ago, Alonzo Harriman founded his architectural firm known as Alonzo H. Harriman Associates, Inc. Twenty-three Auburn residents were on the staff of 60 which designed such Auburn buildings as the Christian Science Church, the O. O. Howard Reserve Training Center, Auburn's housing project for the elderly, as well as additions and restorations of many other local buildings.

Stanley F. Merrill set up his office in 1930 after an apprenticeship with Harry Coombs. Auburn buildings that came from his drawing board were the Farwell, Fairview, and new Edward Little High Schools, and the Main Street Fire Station.

Deane Woodward, Auburn's newest architectural firm, was responsible for the elementary school in New Auburn and the Central Maine Vocational and Technical Institute buildings.

## SCIENTISTS

A pair of Auburn brothers, George Perkins and Lucius Herbert Merrill, blazed a trail in the field of natural history. The elder brother, George, was the Head Curator of the Geological Department of the United States' National Museum, at the Smithsonian Institute. He taught geology at the Maryland Agricultural College and at George Washington University. He wrote several scientific books and was an official delegate to the International Geological Congress a St. Petersburg, Russia. Lucius Merrill was Assistant Curator of Lithology and Physical Geology at the Smithsonian Institute. Returning to Maine, he was Professor of Biological Chemistry at the University of Maine and chemist at the Maine Agricultural Experiment Station.

Another branch of the Merrill family attained distinction in natural science. Elmer Drew Merrill, of East Auburn, was one of the world's leading botanists. He became a leading educator in this field, was associated with the U. S. Department of Agriculture, and directed botanical work in the Phillipines. He wrote several books about this work. Later he was a botany professor at Columbia University and Director of the New York Botanical Garden.

## INVENTORS

Freeman Stanley, one of the famed Stanley twins who invented the Stanley Steamer, lived on Goff Street at one time. This was during the period when the two were operating their photographic dry plate business which revolutionized photography. The first Stanley Steamer was built in Lewiston. Later models made automotive history. They participated in spectacular races and were driven even to the top of Mt. Washington.

## OTHER NOTABLES

An internationally-known educator, Dr. Alice Luce, was an Auburn woman. A graduate of Wellesley, she earned her PH.D. at the University of Heidelberg. She taught at the Boston Latin School for Girls, and at Smith, Oberlin, and Wellesley Colleges. When World War I broke out, she was the principal of the Willard School for American Girls in Berlin, Germany, and narrowly escaped internment.

Thomas L. Marble, an Auburn native, became Chief Justice of the New Hampshire Supreme Court.

Milton Semer, another Auburn man, had reached a high degree of prominence in Washington, D. C., during the Johnson Administration as Counsel for the Commission on Governmental Relations, and Counsel for Sub-Housing Study. In addition he served on the U. S. Senate Commission on Banking-Currency.

*Contributed by Edith Labbie*

# Chapter 20

## HOTELS AND MOTELS

### THE MAINE HOTEL

THE hotels of yesteryear were known as "public houses", and the first of these was located down the roadway a short distance from Goff's Corner, or Pekin, as it was known then. This was to become the Maine Hotel, originally the home of Zebina Hunt, a local ferryman. Jacob Read bought it in 1822 and ran it for five years. He was succeeded by others until 1841, when Squire Edward Little bought it from Elisha Keene, in order to have a temperance house in the village. Under these conditions, he rented it to James Davis who was its successful landlord for the next thirty years. Davis, in 1871, turned over the management to his son-in-law, Daniel W. Paine, who soon after renamed the establishment the Maine Hotel.

The hotel continued under various managements down through the years and was known at one time as "The Cortland". Later it reverted to its former name. In 1957, the Auburn Parking District acquired the Maine Hotel, and it was torn down for a public parking lot, after a history of 135 years.

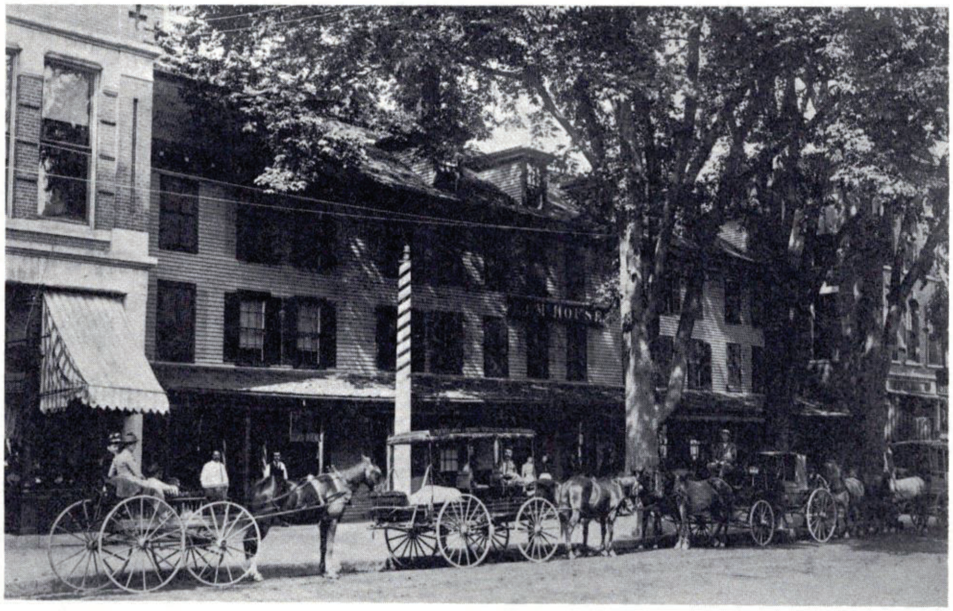
### THE ELM HOTEL

The Elm House was located at 37 Court Street, having originally been part of the home which Josiah Little built in 1830. He was responsible for the elm trees that were later to lend to the hotel name.

In 1845, Joel C. Lane made it into a public house, which was managed by various other people, including the Youngs, principally Albert and Charles; Arthur Latham; George Clarke; Wallace Cary; Frank Gardner; Harry Morton; W. E. Lawless; Ernest Wellman; and finally Elmer Crossley, who became proprietor in 1937. It was he who changed the name to "Elm Hotel" and continued to run it until 1961, when it was purchased by the Auburn Savings Bank to make way for a parking lot. This concluded a history of 116 years during which the Elm House had served as Auburn's principal hotel.

### THE PARK HOUSE

The Park House was located on what is now the corner of Main and Academy Streets. It was a part of Thomas Little's home that had to be moved in 1855 to make way for the new Androscoggin County Courthouse and jail. Over the years, the building served the public



*The Elm House, Auburn's principal hostelry from* 1845 *to* 1961; *standing along the curbing in front are, left to right; a family horse and buggy; the Durham Stage; the Elm House Hack; the North Auburn and Livermore Stage. An* 1870*'s picture from the William Schoppe collection.*

in various ways. First it was a hotel, then a rooming house, then a sanatorium, and finally an apartment building. It was torn down in 1942 to provide space for a modern auto sales building.

## THE TWO "AUBURN HOUSES"

In 1831 Jacob Read bought the lot of land now designated as 53 Court Street for $50, and built a house on it which later became the first "Auburn House."

The first Auburn House remained on the original location until 1877, when the YMCA corporation purchased the land and buildings to build the YMCA Block that in 1968 still stood at this location. After the purchase, the YMCA moved the building to a site in the rear of the Elm House, and provided an entrance from Turner Street. The building was used for a boarding house from this time until January 29, 1884, when it was so badly gutted by fire that the YMCA had it demolished.

The earliest mention of the "Second Auburn House" is 1885. In 1887, it was called The Revere House and was situated where the Casco Bank & Trust Company parking lot was in recent years located. The proprietor was Mrs. S. P. Ryerson who had a boarding house on the upper floors. Business was so good that she was able to enlarge the three upper sections with hotel accommodations and advertise as "The Revere House". Her establishment had a good name and was well patronized by the traveling public.

In 1896, Mrs. M. F. (Maud) Lowell became the proprietor, and she introduced a period during which management changed rather frequently. Mrs. Lowell ran it from 1896 to 1899. During 1900 and 1901, a Mrs. Carrie H. Bunnell and Ella M. Safford were the proprietors. From 1902 to 1917, Mrs. Safford was the sole proprietor. In 1918 and 1919, David B. Haynes ran the hotel. For 1920 and 1921, Mrs. Addie Griffith was the proprietor.

In 1922, Mr. and Mrs. Charles A. White took over the management and changed the name from the Revere House to the Auburn House. Mr. and Mrs. White were the proprietors through 1929.

In 1930, Richard I. Peterson became the manager. He advertised a steam heated garage in connection with hotel facilities. In 1933, management passed to George W. Terrill; and in 1936, to Emma J. Terrill who ran it until 1939. The City Directory of 1938 carried the last listing of this "Auburn House".

## THE RIVERSIDE HOUSE

This hostelry was located at 34 North Main Street near the river bank next to Huston's Bakery. It was known at that time as the River View House. Records of proprietors are scanty. However, in 1891 and 1892, a Mrs. A. E. Perry was the proprietor. The next mention of a proprietor refers to 1895 and 1896, when it was W. W. Strout. In 1909, the Riverside House consisted of two stories on the front with an additional story on the back. At that time it was owned by the T. A. Huston Estate and run as a boarding house by Mrs. Stella Fernau. In 1917, the building was torn down for the enlargement of the bakery firm.

## HOTEL WHITEHALL

The building that developed into Hotel Whitehall was originally built in 1875 as part of the E. F. Packard Shoe Company. This later became Ara Cushman Company's factory "Number Two". In 1910 , when the Ara Cushman Company went out of business, the number two factory was acquired by Nathan E. Woodbury, an Auburn businessman; and by 1915 he had divided the top three floors into small rooms and called the establishment "Eureka Apartments". The first floor was used for storage space and rental to tenant concerns.

In 1922, when Mr. Woodbury applied for a building permit to build on three more floors, the permit was denied for fire hazard reasons. The denial of the permit resulted in a court action. The final ruling on the injunction, in May, 1927, was in Woodbury's favor, and the building was raised to seven stories.

By 1932, the city directory showed the building to be in operation under the management of Mr. and Mrs. Charles A. White, under the name of Hotel Whitehall, the former owners of the second Auburn House.

On the morning of October 25, 1940, fire swept the building. All but two of the seventy-eight occupants made their escape. Mr. Custer L. Frost was the proprietor at that time.

## LAKE AUBURN SPRING HOUSE

In 1889, a very ornate wooden structure, five stories high, was erected on the western shores of Lake Auburn. Actually, this was an enlargement of a small hotel that had been in operation for some time. It was established by the Lake Auburn Mineral Spring Company; and in addition to the hotel business, it made use of the fine spring water that was on the property. It bottled, for sale, ginger ale, sasaparilla, and soda drinks. The spring remained in existence, and many Auburn residents went there for spring water. The big hotel is supposed to have cost $25,000, an extraordinary sum in 1889. This new and larger hotel was not a business success. The company which promoted it became insolvent; and instead of guests there was only a caretaker for a few years. January 30, 1893, a blaze which lighted the sky for miles around, destroyed the structure.

The property came under ownership of the Auburn Water District, which put a cement cap on the spring to insure its usability and to preserve it for posterity. There is little that remains of the hotel now. The stone walls and foundation were still discernible in 1968; the wharf, where the steamer *Lewiston* used to land passengers who had ridden across the Lake from the Lake Grove street car terminal, had long since disappeared. The site of this hotel, a very pleasant spot, had been used through the years as a picnic ground by civic groups of the nearby areas.

## THE GRANDVIEW HOUSE

The Lake Auburn Spring House was not the only grand hotel in the West Auburn area. In addition, there was the Grand View Hotel which at various times was called the Eastern Star House, Lake Auburn House, and Lake Auburn Hotel. This hotel was situated diagonally across from the James Munroe residence which in 1968 was still standing. The so-called Sherwood Prince house was later built on the site. The stable, which was part of the hotel property, was moved to the roadside and in 1968 was still there.

The Grand View Hotel originated as the home of Samuel Jenkins. In 1880, Mr. Jenkins remodelled his house to accommodate summer boarders. In 1882, it became known as the Grand View Hotel and appeared under the management of S. E. Brown. This hotel, too, was blest with an excellent spring which served as an added attraction for visitors. The water from this spring was supposed to have beneficial effects, and for a time the hotel was referred to as a "sanatorium".

Patronage at the hotel gradually declined; and eventually, in 1905, a group of local and Boston businessmen took over the property. They purchased land in a continuous strip to the lake front, made many changes and improvements, and attempted to compete for some of the resort business. The depression of 1907 caused a decrease in business, and in 1908 the establishment existed for the last time as a hotel. In 1908 and 1909, a Professor Jewell took over the empty building and attempted to run a rest home of a sort. His dreams were short lived, and the building was closed. On April 25, 1918, workmen were starting to raze the structure; and by May 4 it was all torn down. Some of the lumber from it was later used in the construction of one or more homes within the city limits of Auburn.

## LAKE GROVE HOUSE

As late as 1905, big resort hotels were still being built in the vicinity of Lake Auburn. The Lake Grove House was constructed at East Auburn in 1905, for Frank Moore and his son-in-law, Orren Rideout. These two operated it as a recreation spot until the purchase of Lake Grove, in 1927, by the Auburn Water District, and the closing of Lake Grove to the public.

The three story building still stood, in 1968, with its broad veranda which encompassed the front and most of the two sides. It catered mostly to summer people, many of them being from out-of-state. Ardent fishermen also made it their summer residence while fishing at Lake Auburn and surrounding lakes. Stage shows and boat rides were offered as added attractions. The hotel was easy to reach as the street cars went directly to the doors. There were sixteen hotel rooms and a dining room which specialized in sea food.

The Rideout family continued to make the Lake Grove House their home until the death of Orren Rideout, in 1949. The property was then sold, later was used as a trading center and a store for the sale of antiques, and in 1968 was unoccupied.

## THE MOTEL ERA

As motor travel became more prevalent in the 1930's, it brought a new accommodation to the traveling public.

Auburn had its share of overnight cabins, a series of small, two-bed buildings along main-travelled highways outlying from city centers. Sometimes meals were served at a nearby farm stand or restaurant.

These served reasonably well for more than a decade. Then automobile travel greatly increased, and the demand was for more elite overnight accommodations. Old, in-city hotels were becoming outdated, principally for lack of automobile parking area. These conditions coined a new kind of hostelry with a new name - "motel."

The first motel in Auburn was established at 711 Washington Street by Richard Goding, in the summer of 1953. The location, on State Highway 202, to Portland, had been the site of roadside cabins; and Goding continued to call it Pineland Motel and Cabins. In 1967, he sold to Henry E. Dion; and he, in turn, to Normand J. Dion, in the same year.

William DeRosay established Stardust Motel further along Washington Street, in 1955, and transferred the property to Robert L. Labrie in 1963. Three years later, DeRosay established a new Motel called Auburn Motor Inn between the north and south lanes of Washington Street on Phil-O-Mar Avenue.

Sunset Motel Court was started on another section of Washington Street in 1960, and transferred to Roger A. Jacques in 1967.

A Miami Style Motel was established on yet another Washington Street crossover by Roger P. Dube, in 1960. It was temporarily closed in 1967.

Sleepytime Motel was established on the Danville Corner Road, off Route 202, in 1962. Wallace C. Mottram continued to operate it in 1968.

Holiday Inn

*Holiday Inn next to Auburn's interchange to the Maine Turnpike on the Portland-Auburn Highway, the city's newest and biggest accommodation to the dining and travelling public when it was built in* 1964.

## HOLIDAY INN

The termination of train service in Maine led to the establishment of national systems of super-motels catering to the travellers from state to state by main-stem pikes and throughways and to a discerning clientele who missed the accommodations for social and civic gatherings that the old type hotels used to provide. In June of 1964, a million and a half dollar Holiday Inn opened its doors to the public. It was located on a 62-acre tract adjoining the Auburn Interchange of the Maine Turnpike and State Highway 202, to Portland. It consisted of 120 bed units, three dining and banquet halls, and a large swimming pool; and was staffed by some 65 individuals. The Holiday Inn in Auburn proved to be popular with its accommodation to the travel - weary public and its facilities for meetings and banquets.

## ROUNDHOUSE MOTEL INN

Under construction in 1968 was Auburn's latest motel, "The Roundhouse Motor Hotel", which would feature both rooms and dining service. It was located on Center Street, under the proprietorship of Richs', Inc., of which Richmond A. Bourgault was president; Richard B. Olfene, treasurer; and Attorney Jack Smith, clerk.

*Contributed by Leon M. Norris*

# Chapter 21

## TRANSPORTATION

ANY attempt to compile the history of public transportation in the City of Auburn would of necessity have to start in the 1600's when the Anasagunticook Indians pulled their birch bark canoes onto the Auburn shore of the Androscoggin River. The Indians had a principal village in the area known, years later, as Drummond and Spring Streets.

The first white settlers came overland by foot and horseback and brought their worldly goods in wagons drawn either by horses or by oxen. That the pioneers could travel the distances that they did over nearly non-existing roads and under conditions which by today's standards would seem extremely primitive, leads one to believe that the founders of the community of Auburn surely were from hardy stock.

From the humble beginning, the development of public transportation was steady, with the various types of conveyances being adopted as they were invented or extended into this area.

As roads were improved, people and goods moved from place to place by horsedrawn wagons; by freight line vehicles; by stage coaches; by railroad, which reached Auburn in 1848; and by horsedrawn street railway and electric railroad. These in turn gave way to automobiles, trucks, and modern airliners.

Not since the Indian days had the Androscoggin River played any part in the transportation picture except as the means by which electrical power was produced to operate the electric trolley systems which flourished for years, not only in the immediate Auburn and Lewiston communities but throughout Central Maine.

### STEAM RAILROADS

The first steam railroad reached Auburn in 1848. The city had been served by two such railroads since 1874 when the Lewiston and Auburn Railroad was opened from Lewiston Junction and leased to the Grand Trunk Railroad.

The trackage of the Atlantic and St. Lawrence Railroad from Portland was by way of Falmouth, Cumberland, Yarmouth, East Gray, New Gloucester, and Mechanic Falls. The Androscoggin and Kennebec Railroad was authorized to extend its line from Lewiston through Auburn to connect with the Atlantic and St. Lawrence line near Mechanic Falls, in 1848.

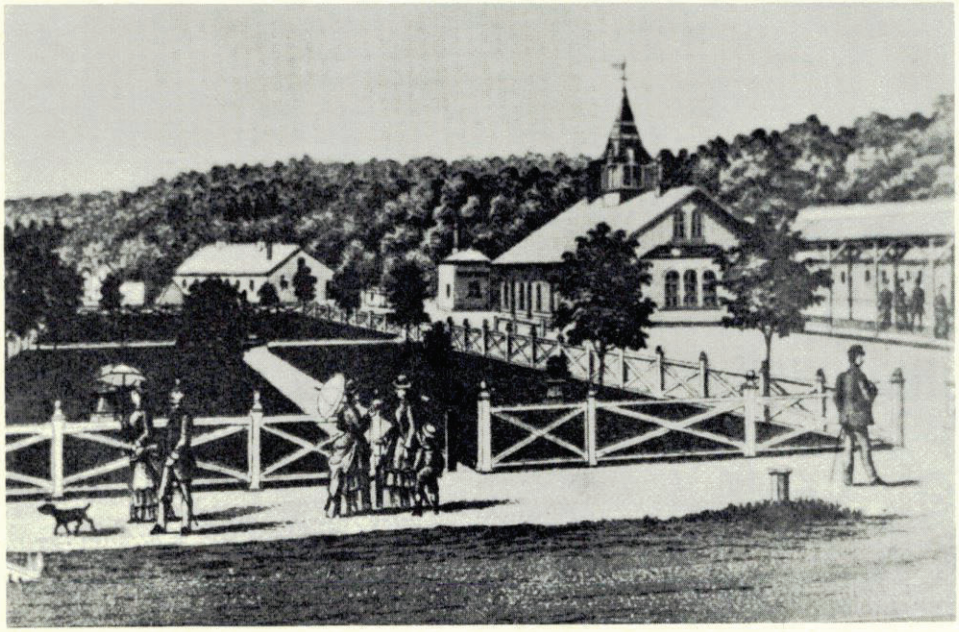
The Atlantic and St. Lawrence Railroad was leased to the Grand Trunk

Railway of Canada in 1853 and was later taken over by the Canadian government and renamed Canadian National Railways.

The Androscoggin and Kennebec had been chartered on March 28, 1845; and in time its line extended to Waterville. It later consolidated with the Penobscot and Kennebec Railroad, connecting with a line through to Bangor. For a time, there were numerous individual railroad companies operating in this section of Maine; but eventually they became part of the Maine Central Railroad.

The coming of the railroad to Auburn marked the expansion of the infant Auburn shoe industry which was to develop and flourish for an extended period. When the rails reached Auburn, a station was constructed and the line extended through Lewiston and onward to the north and east.

The Leeds and Farmington Railroad Company was leased to the Androscoggin on February 4, 1867; and the Maine Central Railroad Company, on June 29, 1871.



*An artistic treatment of the time when a railroad passenger station in Auburn was not only a necessity but an ornament to the city; also when a fenced in public park, facing Court Street, filled the space between the railroad right-of-way and Railroad Street; in post-passenger years an automobile parking lot. Picture is from a Maine Central Railroad souvenir brochure in* 1960.

In 1907, the Maine Central Railroad acquired the Portland and Rumford Falls Railroad, which had been in operation since 1896, but passenger service to Rumford ended in January, 1955. Also in that year the Maine Central closed the New Gloucester station; and on April 19, 1956, made the decision to close the Auburn station. The last trip to Farmington was on April 30, 1956.

The Lower M.C.R.R. station in Lewiston had been closed in 1932; and, in 1935, the Canadian National Railway closed its passenger stations in Lewiston and Auburn including that at Danville Junction.

In an effort to stimulate passenger service, the Maine Central had The Gull, the late train through to Bar Harbor; and in 1935 inaugurated The Flying Yankee, the first diesel-electric modern train. It was capable of travelling 101 miles an hour.

However, passenger patronage kept dropping. For a while after the Auburn station closed the train stops were at Lewiston, but on January 22, 1960 announcement was made that passenger service was ending for Lewiston and Auburn. The final stop of The Gull came on February 6, that year; railroad passenger service was over for these cities.

The Maine Central Transportation Company ran buses from Lewiston to Bath in 1937; and on December 1, 1956, Greyhound Lines acquired the Maine bus franchise.

## L – A Railroad

The Lewiston-Auburn Railroad, which was still owned by the Twin Cities in 1968, was founded by local interests in 1872 to construct a connecting line from Lewiston with the Grand Trunk at Danville.

During 1871, the action was started leading to the incorporating of the company; and the road opened in July, 1874. Railroad bonds were subscribed for $74,400; and in March, 1887, the road was leased to the Grand Trunk Railroad Company for 99 years at a $4,500 annual rental fee. Only freight was handled over this trackage in 1968.

Whereas for many years all local travel was by horse and buggy, or by the horse railroad, this came to an end in 1942 when H. P. Hood, the last industrial user of horse-drawn vehicles, disposed of its last seven horses and became fully motorized. After that time, only an occasional horse-drawn farm wagon has been seen on local streets.

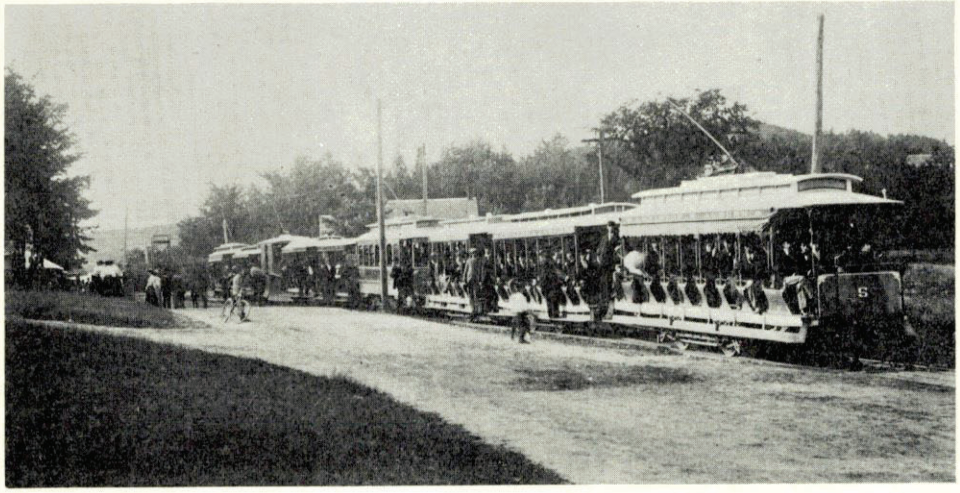
Any attempt to relate the history of the transportation system in Auburn would of necessity have to include Lewiston as, except for the steam lines reaching Auburn, all public transportation systems more or less centered in Lewiston and extended into Auburn.

This inter-relationship applies to the start of a local transportation system by the Lewiston and Auburn Horse Railroad Company, organized on July 22, 1881, when the Twin Cities granted a charter to George F. Mellen and Edward O. Chaffee, of Fall River, Massachusetts, and William F. Craig and Henry Masters, of New York. The first tracks were laid on Lisbon Street and on Main Street to the fair grounds that fall, and extended to the Pine Street line and to Perryville, in Auburn, in the fall of 1882. By July of the next year, tracks extended to Lake Auburn; and the New Auburn belt line was built in 1889-90. The College Street circuit in Lewiston and the Denison Street circuit in Auburn were added in June, 1890.

The horsecar lines had two stables, one on Chapel Street in Lewiston and the other on Lake Auburn Avenue in Auburn. The latter was sold in 1886-87 to Burnham-Morrill and became a canning factory.

The horsecar line changed ownership in 1894, and again the subject of electrifying the line was heard. In February, 1891, a bill relating to this idea had been presented to the Maine Legislature.

Acquiring ownership of the line in 1894 were E. C. Proctor of Wakefield, Massachusetts; E. W. Gross and S. S. Hersey of Auburn; and B. C. Little of Lewiston. Electrification of the line required considerable rebuilding; and by



*How they packed in the passengers at the height of the "trolley car" era. The Flagg & Plummer picture was taken at East Auburn showing the crowds of people coming back from a day at Lake Grove amusement park on the shore of Lake Auburn.*

the summer of 1895, the horsecars had been completely replaced by electric cars. The line had 14 miles of tracks in the two cities.

Development of Lake Grove as an amusement center came as a natural outgrowth of the streetcar line to the lake. As the Grove increased in popularity, large open cars of the eight-wheeler type operated to the park during summer months.

From this point on, the development and extension of the electric trolley system was rapid. On March 30, 1898, the property was transferred to the Brunswick Electric Railroad Company, under control of Amos F. Gerald, of Fairfield, who at that time was operating a line in Brunswick and Topsham. The name was changed from the Lewiston and Auburn Horse Railroad to the Lewiston, Brunswick and Bath Street Railway.

The new company set about the vast extension of lines connecting Lewiston with Brunswick and also extending lines within the city to Sabattus.

## Go Outside Twin Cities

When the line encountered financial difficulties, in 1906, New York and Philadelphia capital was brought in to take over the street railroad. By that time, however, service had been extended to Augusta, Hallowell, and Gardiner. The new owners constructed 55 additional miles of track, extending service to Mechanic Falls, and going beyond Augusta to Waterville. Also, at this time, trackage within Lewiston and Auburn was rebuilt; and the Prospect Hill line in New Auburn was added.

It was in 1908 that Alfred Sweeney came here as engineer to take charge of building the new road. Sweeney was to remain for many years, witnessing the transition from electric trolleys to local bus service.

In 1910, the road acquired the Auburn-Turner Railroad which operated from East Auburn to Turner; and in 1912 it acquired the Portland and Brunswick Street Railway, and the Cumberland Power and Light Company took over the street railroad and operated the business from Portland.

High operating costs during World War One, without increased revenue, caused financial difficulties for the system; and it went into receivership with William E. Newell and Sweeney being the receivers. They operated until October 1, 1919, when the Androscoggin and Kennebec Railway Company was organized. At that time, some 170 miles of trackage was being operated. Sweeney became general manager, a position he was to hold for many years.

## Dig Out Tracks

One of the worst situations ever to hit the street railroad system came in the winter of 1919-20. Snow and gales were bad enough, but six feet of snow in four weeks, followed by rain in the first week of March, followed again by freezing temperature, stopped the cars. The public cooperated and helped the railroad dig out the tracks.

From then until automobile and truck competition cut deeply into revenues, the Androscoggin and Kennebec Railroad Company, or the A & K as it was commonly known, operated comfortably.

The year 1928 saw the start in reduction of service with the Augusta-Winthrop line being dropped, and in 1929 suspension of service between Brunswick and Yarmouth. By 1932, lines east of Sabattus were abandoned; and, in 1937, the lines south of Lisbon Falls. This reduction of service cut track mileage to 43.

### Financial Troubles

Financial difficulty really harmed the railroad in 1940, and resulted in backers foreclosing on the property. Sweeney again was named receiver. Bids were rejected; and Justice Harry Manser, of Auburn, set January 10, 1941, for auction of the property.

The street railroad was taken over by the Lewiston-Auburn Transit Company, a new corporation headed by Attorney Benjamin L. Berman, of Auburn. This was in January, 1941; and late in February, 1941, the Maine Public Utilities Commission approved the sale of the A & K franchise to the transit company. Alfred Sweeney remained as general manager, and the decision was made to augment electric car service with buses. This system continued until sufficient buses were on hand to dispense with the trolleys.

### BUS SERVICE

By September, 1941, there were buses operating on all routes except the Figure Eight and Auburn Heights. The Transit Company continued to operate the local system for several years.

The last trolley cars ran from Main Street, Lewiston, to Auburn Heights, on September 6, 1941.

During the years when the L-A Transit Company operated bus service, there were interruptions in service, by bus driver strikes, lasting but a few days in each instance. By 1959, with another dispute in progress, a new bus concern appeared interested in the Lewiston-Auburn operation, Hudson Bus Lines, owned by Kenneth Hudson. By the end of February, 1959, Hudson was ready to take over the local operation and obtained permission from the Maine PUC. The same company continued to operate local bus service in 1968 and also ran outside lines, including the Blue Line to Farmington. Through service to other Maine communities was by the Greyhound Lines.

### INTERURBAN RAILROAD

Dissatisfaction with service on the steam railroads led to the establishment of the Portland-Lewiston Interurban

Railroad, which operated from 1914 to 1933. This line provided rapid travel for passengers from Lewiston to Portland, with few stops along the way. It also handled freight. This was an electric line with special coaches and was the outgrowth of prior trolley service between Portland and Brunswick. By a roundabout way, on August 8, 1902, service was established between the Portland-Brunswick Street Railway and the Lewiston, Brunswick and Bath Street Railway, which had been organized in 1898. This was a 42 mile trip.

In April, 1905, the Portland-Lewiston Railroad filed a petition for the Portland to Lewiston line. Incorporators of this company were Edward W. Gross of Auburn, Lewis A. Goudy of Portland, and Frank Ridlon of Boston. At the same time, the Lewiston-Portland Railroad filed an application. Incorporators of this group were W. Scott Libbey, Henry M. Dingley, Julius E. Parkhurst, and O. Frank Boothby, of Lewiston, and John A. Morrill, of Auburn.

Of this group, Libbey and Dingley owned the Lewiston-Auburn Electric Light Company, held water rights at Deer Rips, and constructed the hydroelectric station there. This was to eventually provide the electric power for the trolley lines.

The two companies entered into an agreement and cancelled their respective charters and organized a new company. On July 9, 1907, the Portland, Gray, and Lewiston Railroad, organized with Gross as president; Goudy, first vice president; John D. Clifford, second vice president; and Charles C. Benson, secretary-treasurer. In 1909, Libbey became treasurer; and in 1910, Libbey and Dingley bought out the Gross and Goudy interests; so that on March 10, 1910, Dingley was president; Julius E. Parkhurst, vice president; W. Scott Libbey, treasurer; and John A. Morrill, clerk. Construction of the interurban line started April 7, 1910, at Littlefield's Corner in Auburn; and in April 1912, a carbarn was built on Middle Street, Lewiston; and four cars ordered.

The name of the company was officially changed on July 10, 1914, to the Portland-Lewiston Interurban Railroad. The first complete trip over the new line was run on June 16, 1914; and the first passengers were carried on July 2, 1914. From then until discontinued, on June 28, 1933, the line was in daily service.

## AVIATION

In the period following World War I, interest in aviation grew in the Auburn and Lewiston area, and several small private landing fields were built. The Twin Cities, however, were destined not to have a municipal airport until the early 1930's.

Early aviation enthusiasts, such as Ernest (Buck) Sherman, Roland Maheux, Henry M. Dingley, Jr., William (Bill) Turgeon, and the Darling family did much to spearhead the drive to improve landing facilities. At one time or another, each of these men had a private landing field.

Aviation on a much larger scale had its start locally in 1927 when various interests met to discuss the possibility of a large municipal airport. The following year saw new airports opened in Portland and Augusta, putting Auburn and Lewiston in a position where something needed to be done to keep the twin communities from being bypassed.

The Darling family created its own airport on its Auburn property in 1929; and by 1931 there were three landing fields in Auburn.

Two other men entered the aviation picture in 1933. Henry Morin and Guy Flagg announced plans for a large airport; Mrs. V. S. Darling offered her land for lease; and in the following year 340 acres of land in the Marston's Corner area of Auburn were leased.

The next few years were important ones in the development of a landing field. Auburn and Lewiston acquired title to the land in August, 1935, and work was started. The first plane to land on the new airport was piloted by Hugh Herndon, who touched down at the airport on May 29, 1935. Much of the development work at the airport was done under several different federal work programs with federal grants.

Actual operation of the new airport was leased to Henry M. Dingley, Jr., in 1936; and he was destined to become the figurehead of aviation in this area for several years. Runways at the airport were paved and lighting installed; and by 1940 the Boston and Maine planes were making regular stops. This was the airline which later became Northeast Airlines, which continued to serve Maine.

Piloting the first commercial airliner to drop down to the local municipal airport was Capt. Sanford Chandler, of Auburn. He and Pilot Jack Patterson brought in the Boston and Maine Airways *Silver Albatross* on December 1, 1937. The plane was met by both Auburn and Lewiston dignitaries, including Auburn Mayor Ernest Estes, Lewiston Mayor Donat Levesque, Auburn Postmaster L. W. Haskell, Jr., and Acting Postmaster Ralph Rowe of Lewiston. These officials boarded the plane and flew to Bangor and returned on that day.

During World War II, the Auburn-Lewiston Airport was taken over by the U.S. Navy in conjunction with the Brunswick Naval Air Station and was utilized for training of British flyers.

In 1946, the airport was returned to control of the Twin Cities and regular air service was resumed. It was not until 1948, however, that full control of the airport was returned to the cities. Dingley still retained operation of the airport facilities, but disputes led to the tearing up of the contract with Dingley on July 14, 1953; and operation of the airport was taken over by a joint committee comprised of officials of both cities. This committee continued to exercise control of the airport.

A new administration building was constructed in 1958 at a cost of $167,000.

More recent years saw extensions and improvements to runways and improvements to navigational facilities for instrument landings.

For many years, the Twin Cities have been through much controversy in efforts to obtain improved airport service from Northeast Airlines; and on one occasion, in 1961, when the airline sought to bypass Lewiston and Auburn, hearings took place in Washington, with the local interests represented by Washington Attorney Theodore Seamon, a former Lewiston resident. More hearings were held in 1962, with Seamon again directing the local case.

In 1968, there were two concerns operating out of the airport: Northeast Airlines and State Aviation.

*Compiled by Gerald J. Reed.*

# Chapter 22

## SOLDIERS AND SAILORS

### AMERICAN REVOLUTION

THERE was no community named Auburn in the Androscoggin Valley when the Revolutionary War broke out. All settlements in the areas from which the Town of Auburn would later derive were so late in starting, so sparse and slow-gaining, they had little or no manpower to contribute to Washington's Army.

To the contrary, the rush of settlers to this area came after the War for Independence was over – Revolutionary War veterans and their families – citizens of a new and almost moneyless Nation – seeking land and a way to carve homes and a continuing livelihood out of a wilderness environment.

They succeeded. That is how Auburn evolved. It is also why in fifteen Auburn cemeteries are found the identified and marked graves of thirty veterans of the Revolution. Thirteen others are reported to lie in unmarked graves in unknown locations within the city and another five are listed as interred in both Auburn and Turner.

Neither was there a Town of Auburn nor a State of Maine at the time of the War of 1812. Maine was a Province of Massachusetts then and the area later called Auburn comprised parts of Minot and Danville.

The time-honored system of maintaining companies of militia in communities of Massachusetts for the common defense had by that time extended to the more newly-settled places in this part of the Province of Maine. Facilities for these military organizations were meagre in the towns of Danville and Minot, but drills or musters were periodically held in handy fields and the rolls kept up.

The practice was to activate these defense organizations if great danger threatened, and that was what happened during the War of 1812, especially when raiding British ships directed their attacks upon Maine communities along the coast or up its navigable rivers. Related land attacks by Indians also were feared. Congress voted to raise troops and use militia. Leaders among the citizenry in Danville-Minot and surrounding areas raised companies and rushed to the defense of threatened coastal areas.

Three companies of Lt. Col. W. Ryerson's Regiment which served in the Portland Defenses in 1814 were composed of men from the towns of Minot, Poland, Gray, New Gloucester and Danville. Many names included on the rolls of these companies, commanded by Captains Ichabod Reynolds, John Harlow and Henry Frost, are recognized in the development of Auburn as a town and as a city and among its present day citizens. These include Enoch Littlefield, the father of Auburn's first mayor, Solomon Wood whose cabin was in what is now the main business district, Andrew Cushman, Eliphalet Packard, Peter Noyes, Samuel Holbrook, James Goff, William Bird, Solomon Holmes, Moses Staples, Levi Turner, Eli Washburn, Moses Rowe, Elijah Huston, Samuel True, Ephriam and John Stinchfield, David Crockett, Moses Eveleth, Philemon Goss, Jediah Libbey, David Loring, William McKenney, John Preble, John Small, John Verrill, William Wagg and Benjamin Woodbury.

All these companies were stationed during the fall of 1814 at Portland where the British ship "Nimrod" bombarded the town.

Captain W. Webster's company of the Lt. Col. C. Thomas Regiment was raised at Durham. In its records are found names later familiar to Auburn people; Jeremiah Dingley, Thomas Waterhouse, Luther Plummer and John Stackpole. This company saw service at Bath during the same period of 1814.

Still another military unit made up of men from Turner, Minot and New Gloucester, Captain William B. Bray's Company of Cavalry, saw service in the Portland defense in September 1814. Member names of later Auburn connotation include those of Andrew and Isaac Dwinal, Nehemiah Packard, Stephen Pollard, Richard Waterhouse, John Welcomb, William Woodbury and Joseph Yeaton.

For many years each locality was dependent upon its own militia company for security and safety. Each able bodied man from eighteen to fifty was assigned to a militia unit for duty when needed. Weapons, ammunition and equipment were kept by the individual in his home.

Under a system where little attention was given to military training, or the development of discipline, the militiaman gained little respect from the local townspeople. General deterioration set in so that the rolls were little more than lists of names. In an effort to attain a respected and dependable military organization Danville and Auburn both developed companies of militia from among interested and vigorous citizens who met regularly for military drill.

In 1827, Danville's militia company was commanded by John Stinchfield, Jr. In 1838, an artillery company was organized with William Nash as its Captain. Horses to haul the guns, when the occasion arose, were hired from local farmers and bills were submitted for payment by the state. Other commanders of this company were Alfred Stetson and Elisha Keen, Jr..

Early references may be found to Auburn's Company A, Riflemen, 4th Militia Division officered by Capt. James S. Nash and Lieutenants Higgins Plummer and Enoch L. Hall. In the first Auburn Hall, built in 1855, quarters were provided in the third floor garret for the local active militia company.

It would not be long in the future when this voluntary training would prove most beneficial to the men of the company. The dark clouds of war hung on the horizon. In the spring of 1861 the services proffered by the company would be accepted as part of a hastily assembled federal army at the start of a grim Civil War.

*Compiled by Paul W. Bean*

## THE CIVIL WAR

Now that more than a century has passed since the records were published and the events occurred, it is virtually impossible to ascertain the exact number of resident men from Auburn and Danville who fought to preserve the Union or to accurately reconstruct their military records. There are many known errors in the records and much conflicting data in subsequent historical works. A statistical tabulation compiled from numerous sources permits a reasonable estimate of the contribution these communities made during this tragic period of our nation's history.

The 1860 census shows nearly 3,000 males residing in Auburn and Danville, with about 1,300 of military service age. Some forty-one percent of these were mustered into the armed forces at least once during the four years of the war. One hundred and forty-two men, or more than one-quarter, were less than twenty years of age when they entered the army. As in all wars, the impending excitement and adventure lured youngsters not of sufficient age to try to be accepted for military service. It is a reasonable estimate that about twenty-five men not yet eighteen were successful in being mustered for duty at this stated age.

At least 540 men and boys (one youngster, John W. Adams, was enlisted as a drummer boy at the age of fourteen in K Company of the 7th Maine Volunteer Infantry) entered the military service during these four years of internecine warfare. Some 481 were in Infantry, Artillery or Cavalry units bearing numerical designations of this state; a dozen more were in the Regular Army; eleven served in the Coast Guards Infantry and twenty-five men enlisted in the Navy. Certainly many others, possibly enticed by higher bounties, served in volunteer regiments of other northern states. The records show that eight Auburn men served in one out-of-state unit – the 13th Massachusetts Infantry.

More than one hundred men from the two towns served in two or more fighting units. Of these at least eighteen were in three units. While a few men were transferred from one unit to another these cases of multiple service were usually contingent upon second and third enlistments by the individual soldier.

At the outbreak of the war Auburn had an active company of militia. Officially designated as Company A, 1st Artillery Regiment, 3rd Militia Division, it was known locally as "The Auburn Artillery". The men of the company, in answer to President Lincoln's call for 75,000 Volunteers after the fall of Fort

Sumter, promptly voted to offer their services to state and country for the 90 days requested in the call. This first Volunteer unit from Auburn was organized with militia companies from other areas of Maine as the 1st Maine Infantry and redesignated as Company H. Capt. Charles S. Emerson was the unit commander. He was assisted by Lieutenants James C. Folsom and Phineas W. Dill. Auburn was represented by 37 men in the first unit to be organized in Maine for Civil War service. Almon Goss of Company K was the first man from Danville to enlist for Civil War service.

At the conclusion of its three months duty defending the nation's capitol, the 1st Infantry returned to Maine for mustering out of the service. At that time the 10th Maine Infantry was being recruited. These returning "veterans" imbued with the high ideals and deep belief in a cause so common in the Civil War soldier, almost to a man reenlisted at once in the new Regiment for two years. Sixty-five men of Auburn and Danville fought with the 10th Maine on Virginia and Maryland battlefields. They were armed with Enfield rifles which had been purchased in Europe by the state. Several of these dedicated soldiers volunteered their services for a third time in the fall of 1863 by enlisting in the 29th Maine Infantry which was organized as the veterans of the 10th Regiment came home from their two years of duty.

During the Civil War intensive recruitment for specific units was conducted within particular political subdivisons of the state. Large numbers of Auburn's sons may also be found on the rosters of the 5th, 13th, 17th, 23rd and 30th Maine Regiments of Infantry as well as in the 1st Maine Cavalry. The names of Auburn or Danville men are contained on the rolls of thirty of the thirty-seven units of Regimental size which were sent from Maine to serve the Union between 1861 and 1865.

*A typical Civil War Infantry company, at about half of full strength, taken at a moment of rest between marching and battles. A previously unpublished picture.*

That these soldiers were performing their full duty was evident to those at home as the casualty lists were published after the great battles. At least sixty-five local men died while in the army (12 killed in action, 11 died of wounds and 42 died of disease). An additional sixty-seven were wounded in battle action. A number of these were later discharged for disability and died at home as the results of wounds. Twelve men were captured and sent to infamous prison enclosures in the southland.

About one man in three who enlisted from Auburn and Danville did so without inducement other than his patriotism and true desire to serve his country in preserving the Union of 34 states.

On July 21, 1862 the town of Auburn voted to pay a bounty of $100 to each volunteer to meet the town's quota of forty-five men under the President's call for 300,000 more men. Inducement bounties for volunteers continued to rise in successive years until in August of 1864 the payment to enlistees was $300. The town paid more than $62,000 in soldiers' bounties during the last three years of the war.

The first general military draft in the country took place in July of 1863. While bounty payments were largely successful in permitting the towns to meet their periodic quotas for military manpower, it was necessary in Auburn to draft fifteen men for the service. Of these, four men served in the Army, four provided substitutes and seven paid $300 commutation to the state to avoid military service.

The first men ever to be drafted from Auburn were Philemon Harlow, Charles B. Keith, David V. Merrill and James E. Young who entered the army on July 16, 1863. Keith had previously served for five months in the 5th Maine Infantry in 1861 before his discharge for disability. There is a question as to whether Merrill and Young actually resided in Auburn but the town received credit on its quota for them in the first conscription in American history.

The highest military honor the country bestows was awarded to a native son of Danville. On October 14, 1863 at the Battle of Bristoe Station, Virginia Corporal Moses C. Hanscom advanced alone in front of others in his 19th Maine Infantry to wrest the colors of the 27th North Carolina Regiment from the hands of the bearer. For this act of courage he was awarded the Medal of Honor on December 1, 1864.

Eighteen year old Pvt. George J. Strout of Auburn received a promotion and was awarded the Kearney Medal for distinguished bravery and gallant service with Company K of the 17th Maine Regiment.

The majority of the units in which these local men served were assigned to the Army of the Potomac and fought in Virginia, Maryland and Pennsylvania. A few Maine units saw duty in the campaigns in the lower Mississippi River Valley. Others were engaged at various times in the beautiful and bountiful

Shenandoah Valley of Virginia and in limited campaigns against Atlantic Coast ports as far south as Georgia.

The Civil War monument on the county courthouse grounds was dedicated in an impressive ceremony on Decoration Day in 1882. Two of the three bronze tablets near the base of the granite shaft bear the names of those men from Auburn and Danville who gave their lives to restore the Union or to free the slaves. It would seem that the eighty-five names on this Roll of Honor include those of men who enlisted under quotas of the two towns but may not have been residents; those who returned home physically disabled by wounds or disease and never recovered as well as the names of men who died in the Regular Army service and as members of units of other northern states.

The third tablet on the monument is blank and reportedly was left this way for the future addition of the names of other men who had been overlooked in the first compilation of military records. An examination of the record indicates that ten names should be added to complete the Roll. The names of James Cummings, Almon J. D. Jacobs, Richard Libby, Joseph G. S. Littlehale, Frank Maulley, James R. Merrill, Jonathan Nash, Jonathan E. Piper, Harrison O. Plaise and Charles H. Trull are not inscribed on the monument. These men either died of disease or were killed as a result of enemy action after enlistment for Civil War service as a resident of, or in the quotas of, Auburn and Danville.

All of the men from Auburn and Danville who so gallantly served a needful nation deserved the tribute paid by Major General O. O. Howard when he spoke to a throng of 10,000 people at the dedication of Auburn's Civil War Monument on May 30, 1882. Few can doubt that sincere men, and boys who quickly grew to manhood, from these two towns did their full share in restoring a broken nation and in preserving the United States of America as conceived and settled by their forefathers and as strengthened and advanced by their descendants.

## FROM MILITIA TO NATIONAL GUARD 1869-1897

Three years after the end of the Civil War but one Maine community had again organized its youth into militia companies. No ready force was available to the Governor to meet any emergency that might arise. Following recommendation of the Adjutant General and supported by Governor Joshua L. Chamberlain, the state legislature passed an act to organize, arm, equip and uniform up to 10 companies at various locations in the state.

The Auburn Light Infantry Company, Volunteer Militia of Maine, was organized and accepted by the state on September 18, 1869. Capt. Almon C. Pray was elected unit commander. He had served in a similar capacity in Company E of the 23rd Maine Infantry and in Company I of the 29th Maine

Infantry from 1862 to 1866. Two other veterans of hard service in the late war served as Lieutenants. 1st Lt. Henry Little had been wounded during his three years with the 1st Maine Cavalry and 2nd Lt. Addison A. Miller had fought for a like period with the 17th Maine Infantry. Many enlisted personnel had also seen service in the Civil War.

On June 8, 1871 at its inspection by Inspector General James A. Hall, the Auburn Light Infantry mustered 3 Officers and 98 Enlisted Men. It was armed with Springfield Breech loading rifled muskets Cal. 50 and had one brass 6 pounder rifled cannon. The men had selected a gray uniform which had been purchased under state allowances but had no uniform overcoat for cold weather protection. Its discipline was reported as good and all arms, accoutrements and uniforms were in good condition.

Later that year the Company participated with all organized militia companies in the state as a guard of honor and military escort for President Grant upon his visit to Maine. Many compliments were given on the appearance and conduct of these citizen-soldiers at this festive occasion.

Maj. Gen. Joshua L. Chamberlain was Commanding Officer of the Volunteer Militia of Maine in 1872. Later designated as "one of the most remarkable soldiers in the Union Army", he recognized the need of supporting fires for his infantry units scattered throughout the state. To meet this need Aurestus S. Perham and Lt. Miller (who had resigned from the Auburn Light Infantry in June) were active with others in recruiting men for the Androscoggin Light Artillery. The battery's headquarters were in Lewiston but men from both cities filled its ranks under the leadership of Capt. Perham. The battery had four 4 inch rifled iron cannon with carriages, caissons and limbers. Personnel were armed with sabers. The battery was an independent command responsible directly to General Chamberlain.

In 1873 ten militia companies were designated as the 1st Regiment of Infantry, Maine Volunteer Militia. From Auburn, on the newly formed staff of the 1st Infantry, were Rev. Joseph C. Snow as Chaplain and Ossian C. Phillips as Commissary Sergeant. Auburn's Light Infantry Company was now Company C in this Regiment.

During the five year period ending in 1879 purse strings were tightened by the legislature. As a result, company strength was reduced to a maximum of 83 men, no encampment was provided for in 1876 and in a period of emphasis on rifle marksmanship the state issued only 1000 rounds of ammunition per company or about twelve rounds per man for the year. The last issue of clothing by the state had been made in 1873.

The militia support crisis seems to have been resolved in 1879. Within a year a complete reorganization of the militia had been effected, new uniforms had been issued and troops were armed with the new Springfield Cal. 45 rifle.

All officers were newly commissioned and men enlisted and mustered in the Maine Volunteer Militia.

The reorganization provided for two regiments of infantry each with eight companies. Auburn retained its former designation – Company C, 1st Regiment of Infantry. With fifteen companies represented, the first competition for the Company Championship Flag was held on September 30, 1880 with all firing at a 200 yard range. The contest was won by a ten-man team from Auburn. The team score of 331, with 96 hits and 4 misses, was 15 points higher than the runner-up Biddeford team.

Most men of Company C were included in a 406 man provisional battalion which represented Maine in Philadelphia at its Constitution Centennial Celebration. This was a five day tour with travel by both rail and water. On December 20, 1887 the entire company marched in the escort at the funeral of Governor Bodwell in Augusta.

In 1888 the militia encampment was for the first time at what is now Camp Keyes, the site of military training of hundreds of men from Auburn who formed the manpower of the city's militia and national guard companies in subsequent years. The appeal of a permanent camp may have provided the impetus for another "first" for the Auburn Company. In 1891 Company C reported at camp with every man on its rolls present – an accomplishment stated in reports as never before having been done by any Maine unit.

Probably the most important event in the history of the state's military forces occurred in 1893 when the Militia was redesignated as the Maine National Guard. Allocated federal funds for the military relieved the state in part of a continual financial problem in the appropriation of sufficient money to properly train and maintain her military units. The immediate effect was noted in marksmanship where annual ammunition expenditures for practice and record firing were increased to nearly 100 rounds per man.

To encourage experienced soldiers to remain active in the state military forces a medal for 9 years service with a bar for each three years of additional service was awarded to qualified men in 1895 – a practice which has been continued through the years to the present day. Many are the service medals which are lying in the bottom of a bureau drawer or on a closet shelf in the homes of Auburn's former guardsmen.

*Two previous sections contributed by Paul W. Bean*

## HE FELL WITH CUSTER

An Auburn man fell with General George A. Custer and his men of the 7th U. S. Cavalry in the savage onslaught of Indians in the Battle of the Little Big Horn on June 25, 1876. A monument to Regimental Surgeon George Edwin Lord still stands among all the others in the National Cemetery near Hardin, Montana, memorializing the ground where Custer and his outnumbered troopers made their last stand.

Young Lord was an adopted son of Rev. Thomas Newman Lord, who was pastor of the Congregational Church at West Auburn from 1851 to 1872. He had an older brother, Thomas William Lord, who enlisted, after briefly attending Bowdoin College, as a Sergeant in Company K, 17th Maine Infantry on July 2, 1862 for service in the Civil War, lost a leg in the Battle of Chancellorsville, and was honorably mustered out on September 8, 1863. Thomas became a Lieutenant in the Veteran Reserve Corps.

George Edwin Lord sought to emulate his older brother and in 1862 himself entered Bowdoin College at the age of 16 and graduated with a B. A. degree in 1866. In 1867 he commenced the study of medicine at the Chicago Medical School and graduated in 1871 with the degree of Doctor of Medicine.

That same year he received appointment as an assistant acting army surgeon in the Department of Dakota. During the next five years he renewed his contract as an army surgeon and was so serving on the regimental staff of General Custer when the 7th Cavalry marched out from Fort Abraham Lincoln in North Dakota, May 17, 1876 on an Indian fighting expedition that would end so disastrously in adjoining Montana a month later.

George Edwin Lord's marble marker is on the Custer Battlefield. His sword, hat and uniform are in the Army Medical Museum at Washington, D. C.

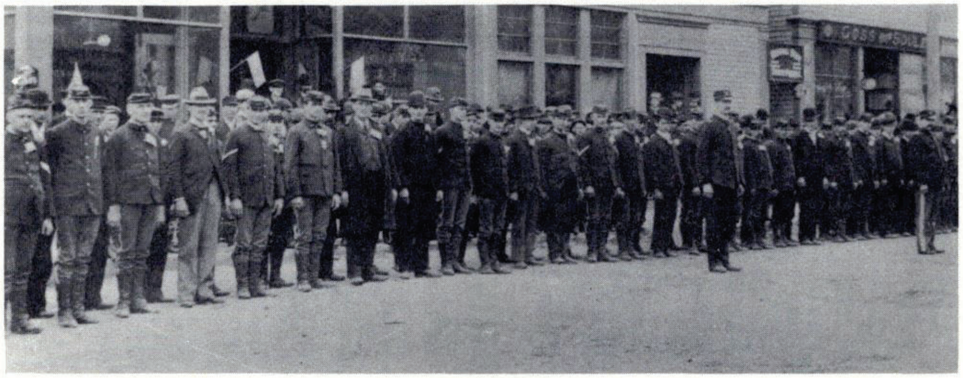
*Contribued by Miss Beatrice E. Neal*

## SPANISH – AMERICAN WAR

In response to the President's two calls for volunteers after the Battleship Maine had been blown up in Havana Harbor, the majority of Auburn's National Guard Company offered its service to the nation. Some 47 men led by Capt. Lincoln H. Barney and 1st Lt. George A. Hubbard left Auburn to report at Camp Keyes in Augusta on May 2, 1898. These men formed the nucleus of Company C, 1st Maine Volunteer Infantry, a regiment composed almost entirely of Maine National Guard Infantrymen. The under-strength guard companies were consolidated to bring the regiment to war strength. Rev. Charles S. Cummings of Auburn was Chaplain of the regiment.

The state also furnished the 1st Battalion of Volunteer Heavy Artillery for active service. Capt. Henry G. Crockett and 1st Lt. William A. Paul both of Auburn were officers in Battery A of the battalion. Twenty-two other men from Auburn left home on May 2 upon mobilization of the battalion.

After initial processing at Camp Keyes the infantrymen were soon on their way to the large, and now notorious, federal encampment at Chickamauga, Georgia. The fight against fever and disease was as intense as the training for



*Company C, 1st Maine Volunteer Infantry, lined up in front of the Armory on Hampshire Street, on May, 2, 1898, to start off for the Spanish-American War.*

combat action in either Cuba or the Philippines as necessity might demand. The artillerymen, following similar processing at Augusta, departed for Savannah, Georgia for training and protection of the port against any threat of Spanish seapower.

The national mobilization brought far more men into the service than were needed to overcome the Spaniards. On November 5, 1898 the 1st Maine Volunteer Infantry was mustered out of the service and returned to Maine where its personnel partially reverted to the National Guard units from which they had originally volunteered some six months earlier. The Heavy Artillery Battalion, though ordered to duty in Havana, never made the move and was mustered out of the service at Savannah on March 31, 1899. Though neither unit had entered active combat, the tradition of willingness to bear arms in support of a national policy had been upheld and could be passed to citizen soldiers of the future.

## EARLY 20th CENTURY 1900-1917

The return of men who had been in training for the brief war against Spain provided the manpower to bring the undermanned National Guard companies in the state to a workable number. During the first decade of this century about 100 men from Auburn were active in the military units of Auburn and Lewiston.

While the Auburn unit retained its former designation of Company C, 1st Regiment, Infantry units across the Androscoggin were somewhat reorganized. Assigned to Lewiston were Company I, 1st Regiment, Companies B and D of the 2nd Regiment and the Ambulance Corps. The Auburn company generally maintained a strength of about 50 men with a like number of other residents of the city serving in the four Lewiston units.

Auburn men elected as officers during this period were Captains William H. Watson and Harry P. Carver, 1st Lieuts. William E. Cross, Hal R. Eaton, Preston J. Carver, Julian F. Ellis and 2nd Lieuts. Wallace O. Clement and James M. Palmer, all in Company C. Company D, 2nd Regiment Infantry (Lewiston) was commanded by Capts. George F. Garcelon and William A. Paul while Chase Pulsifer and Harry L. Sargent served as 1st Lieutenants. Fred L. Edgecomb was Regimental Sergeant-Major of the 2nd Infantry and Frank M. Dexter a Battalion Sergeant Major in that Regiment. Rev. Charles Cummings continued his duties as Chaplain. In 1904 Major Holman F. Day served as Military Secretary on the Governor's staff.

Qualification in rifle marksmanship was a prime training objective. To emphasize what could be accomplished by proper training, the Inspector General of Rifle Practice in his report to the Adjutant General cited Capt. W. A. Paul of Auburn "who took a company of recruits from the south and made them a company of marksmen, distinguishing themselves by their heroism and invincible marksmanship in the Philippines".

Highlights of military training and activity for Auburn's Guardsmen included the six-day maneuver at Manassas, Virginia in 1904, where the 1st Maine Regiment was grouped with the 1st Alabama, 1st Texas, 70th Virginia and six companies of the 16th U. S. Infantry to form a maneuver brigade. (Here one cannot help but wonder about the probable spontaneous activities among the Maine troops and those of Alabama and Texas when it is realized that forty-one years earlier outnumbered men from Maine had successfully repulsed repeated attacks by Alabamians and Texans at Gettysburg's Little Round Top.)

Effective on January 1, 1910 a significant reorganization of the Maine National Guard was made by the War Department. The 1st Regiment of Infantry was deactivated. Its units were reassigned to the 2nd Regiment of Infantry or redesignated as companies in the Coast Artillery Corps. The 53 men of the Auburn unit, under command of Capt. George C. Webber, became the 3rd Company, C. A. C. while two Lewiston units each with six Auburn residents became the 8th and 9th Companies, C. A. C.. Included on the rolls of the 3rd Company in 1911 were Pvt. George C. Wing, Jr. (elected as Company Commander the following year) and Ralph B. Skinner who enlisted as a Private on September 21.

The state rifle competition was held from October 3-6, 1911 at the state rifle range in Auburn. The range had been completed the previous year. Sgt. Fred Snell (3rd Co. C. A. C.) fired with the team that inflicted what must have been a humiliating defeat to the 2nd Infantry team.

The Coast Artillery continued its normal armory training and its summer camp mission at the Portland coast defense forts during the Mexican border crisis of 1916 when the 2nd Infantry Regiment, Maine National Guard was mustered for four months of duty in Texas on June 28, 1916.

The 3rd Company, Coast Artillery Corps, Maine National Guard stood ready with 88 men from Auburn on its rolls before entry into Federal Service on August 5, 1917 as the nation girded herself for World War I.

*Two prior sections contributed by Paul W. Bean*

## WORLD WAR I

The machinery for mobilization of America's armed forces moved slowly in 1917. Though war was declared on April 6, it was mid-July before Auburn's National Guardsmen were called to the colors. Sixty-four of the 113 men in the 3rd Company, Coast Artillery Corps which assembled for duty were from this city. Another thirty-two belonged to the 8th and 9th Companies. With smaller numbers enrolled in other units Auburn's total National Guard contingent was 115 men. Fifteen men from the city volunteered for service in the 1st Maine Heavy Artillery or the "Milliken Regiment". Thus 130 men had volunteered for service early in the war period.

1st Lieut. Ralph B. Skinner of Auburn's 3rd Company, who had taken examination previously for provisional commission in the Regular Army, resigned from the Guard to accept a commission as 2nd Lieutenant on June 17, and was assigned to the 25th U.S. Cavalry (later converted to 83rd Field Artillery)

The wheels turned faster with inauguration of the draft. Erland Tainter was at work on his milk delivery route for the Turner Center Dairying Association in Auburn when approached by a newspaper reporter and told that he had been drafted for the service. He was the first of many from Auburn to be called through this system. In all, volunteers and draftees, the city gave 816 men and women that the "world might be safe for democracy". Allocation by branches of the service show 725 in the Army, 88 in the Navy, 6 Marines and 3 Nurses.

For the first time the names of women appear in the military rosters. Three from Auburn, Lenora A. Chaplin, Emma G. Fuller and Elizabeth Watson served in the Army Nurse Corps in base hospitals in this country.

The first man from the city to be killed in action was John A. Harrisburg who gave his life in the Marine Corps action at Soissons, France on July 19, 1918. Ralph H. Burke was killed in the torpedoing of the U. S. S. Mt. Vernon on which he was an Engineman, 2nd Class. Arthur E. Buck was killed in action in the Argonne fighting in October.

Four other Auburn men died of wounds. They were Harry M. Nightingale, Raymond E. Nason, Alden M. Gayton and Ermond C. Williams; all in Army units. Disease also took its toll. Members of the armed forces who died of disease were Wilfred O. Bernard, Harold E. Bragdon; Myer L. Canter, Leroy C. Drake, George F. Eveleth, Alfred Leblond, Lawrence Peirce and Arthur A. Young.

A number of men from the city received various awards for bravery and meritorious service. Dana T. Merrill of the Regular Army, a native of East Auburn, as 37th Division Chief of Staff was awarded the Belgian Croix de Guerre and French Legion d'Honneur. Harry M. Nightingale, Company F, 103rd Infantry received a posthumous award of the Distinguished Service Cross for his action on September 12, 1918. Sergeant James Miller and Corporal Guy Waite were cited in 26th Division orders for bravery in the repulse of a German raid on April 10, 1918. Cpl. Waite was cited a second time in a similar action on May 30 and 31 and Sgt. Miller again for his bravery on September 12-14, 1918.

STANDARD CAFE
40
Auburn Me 1917

*Another Auburn military unit sits for a picture in front of the Hampshire Street Armory shortly before its entry, on July 28, 1917, into active service for World War I. This was Third Company, Coast Artillery Corps, National Guard, State of Maine.*

Two Auburn young men were among the University of Maine graduates, in 1917, who volunteered their services at the outset of World War I. Warren B. Beckler was one of the members of the U. of M. Band who entered the service as a group to become the Regimental Band of the 103rd Maine Infantry. Frank O. Stephens became a First Lieutenant in the 60th Infantry, and was cited for conduct exceeding the ordinary demands of duty in leading his platoon to attack under artillery fire near Cunel, France on October 41, 1918. Both returned to Auburn where they were still residing in 1968.

The fortunes of Auburn's Guardsmen in the C. A. C. and volunteers in the 1st Heavy Artillery were varied. The Coast Artillery was called to report for duty at Portland Harbor on July 28. Auburn's 3rd Company was redesignated as the 24th Company of Portland Coast Artillery. On January 1, 1918 it was consolidated with the old 12th and 13th Companies from Westbrook and Kennebunk to form Battery E, 54th Coast Artillery Regiment.

On March 22nd it embarked on the S. S. Canada for the first leg of its voyage to Europe. Seventeen days later after a long stop-over at Halifax, where the convoy was made up, it landed in Glasgow, Scotland. In May it crossed the Channel to France. Many members were detailed as replacements in heavy artillery. Those men remaining were organized into training batteries for artillery replacements coming from the States. The men returned home in March of 1919 for discharge from the service.

Auburn men who volunteered in the 1st Heavy Artillery initially served under Major George C. Webber, 2nd Battalion commander. Among these were John S. Childs and Norman H. Merrill who, twenty-four years later, were to lead Auburn men into federal service just before World War II.

Much of Auburn's representation in the 26th Yankee Division derives from the transfer to the 101st Trench Mortar Battery of men of the Heavy Artillery Regiment from their training camp at Westfield, Massachusetts. These men participated fully in making the fine combat record of the 26th Division in France.

On February 9, 1918 the heavy artillerymen read orders redesignating them as the 56th Pioneer Infantry. They served basically as Engineers but were also trained to fight as Infantry. In September this unit went overseas for duty in France. Though not in active combat during the last two months of the war, it was under severe enemy artillery fire and suffered some casualties. The regiment returned home for muster out in early July 1919.

*A joint compilation*

## WORLD WAR I TO 1941

A lull in military affairs occurred in Auburn for a few years after her veterans had returned from France in 1919. Capt. John Bowler organized Headquarters Company of the 103rd Infantry Regiment in 1924. This would be the designation of Auburn's National Guard Company until it would again leave for federal duty in 1941. Capt. Ralph B. Skinner succeeded to command in 1928 when Capt. Bowler resigned. Capt. John Childs served as the unit commander from 1930 until 1941.

The unit was called for special guard duty in 1933 following the conflagration in New Auburn; again in 1934 for duty in Skowhegan during the textile strike; and in 1936 during the great floods on the Maine rivers in March of that year. Headquarters Company participated in Army maneuvers in New York State and in extended field training in the years immediately preceding World War II.

## WORLD WAR II

Auburn's men and women who contributed to the success of the national effort from 1941 to 1945 served in all branches of the service. They participated in activity in every theatre and area of the world where servicemen and women fought or were stationed. Few of these individuals served together within any one unit of the Army, Navy, Marine Corps or Coast Guard. The exception to this were those men who left with the 103rd Infantry Regiment of the Maine National Guard. An outline of the service of this unit is offered as symbolic of the service of all sons and daughters of the city. Anything more is beyond the scope of this book.

The record of Maine's 103rd Infantry Regiment in World War II is the record also of the Regimental Headquarters Company of Auburn which was with it in all of its training and combat throughout that war.

The 103rd Infantry was inducted into Federal Service on February 24, 1941 ostensibly for one year of training at Camp Blanding near Starke, Florida. Seventy-two Auburn men were on the rolls of Regimental Headquarters Company, 103rd Infantry Band, 1st Battalion Headquarters, C Company and E Company. Capt. Carl P. Rounds was on the regimental staff as Intelligence Officer. Officers and non-commissioned officers of Auburn's National Guard Company included Capt. John S. Childs, 2nd Lt. Roscoe Staples, Master-Sergeant Clarence E. Swift, Staff-Sergeant Wilfred A. Fields and Corporals Ralph E. Hamilton, Bernard R. Langley, Frank R. Huston, Benoit J. Sirois and Louis L. Smith. The band leader was Warrant Officer Norman H. Merrill. Sergeant Robert D. Eveleth and eight other Auburn men served with the band. Entering the service with Lewiston's Rifle Company E were Lieutenants Wilfred H. Scothorne and Paul W. Bean and Corporals Rene Beaulieu, Armand L. Gardner and Gedeon Gaudette. In Lewiston's H Company was 1st Sergeant Woodford O. Moore.

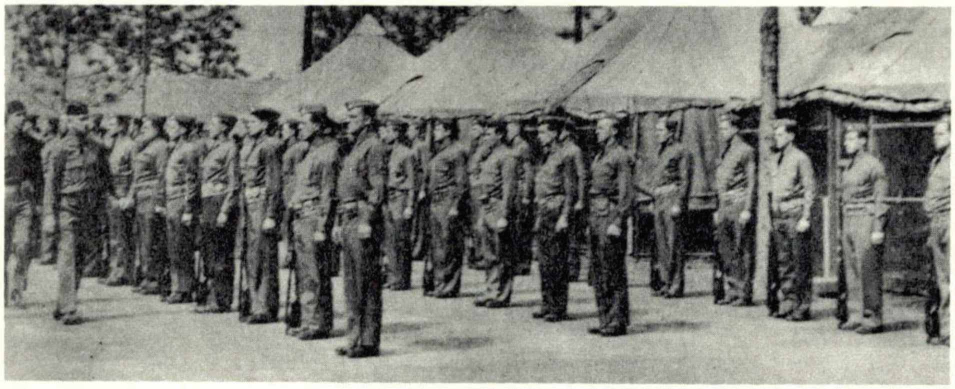
After assembly of the Regiment and processing at Portland it went to Florida in a combined rail and truck move. Upon arrival in mid-March at partially completed Camp Blanding the men found that they would live in pyramidal tents erected over wooden floors and frames. The sibley stoves were needed for warmth. Collard greens, black-eyed peas and okra were simply unacceptable menu items to these northerners in the southland.

An intensive basic training program was initiated with many men attending specialist training schools. Newly inducted men were assigned for training and the unit began to lose its complete identity with its home state. Many able non-commissioned officers and enlisted men left for officer candidate school. Among these were Sergeant Donald C. Gautier (who in 1968 held the rank of Colonel and had been active in post-war National Guard work), Irving Isaacson Gilbert E. Toothaker, Earle H. Jordan, Elmo Fortier and John Norman.

In August and September the 103rd Infantry, as part of its parent 43rd

Infantry Division, participated in the great Louisiana Maneuvers of 1941. One phase of the maneuvers pitted the 103rd against the 167th Infantry from Alabama in a contest that at one time nearly reached the tempo of combat experienced by the forebears of both units on Little Round Top at Gettysburg in 1863. (Maneuver rules were changed the next day.)

The unit returned to Camp Blanding for a month before going to South Carolina for November maneuvers. Experience gained in Louisiana permitted a creditable performance by the Regiment. It returned to its Florida camp the day before the Pearl Harbor attack. If anyone had wondered whether the unit would return to Maine after its year of active duty, all doubts were now removed.



*This is Regimental Headquarters Company, Auburn's National Guard unit in the 103rd Maine Infantry of World War II. This picture shows the Company being inspected by Major General John Hester, the commander of the 43rd Division, at Camp Shelby, Mississippi, where it went for intensive training before it embarked on the Pacific campaign.*

In February 1942 the planned move to Camp Shelby at Hattiesburg, Missiissippi was effected. Training of officers and men was intensified. Many able individuals were reassigned to cadres for new divisions then in the process of organization at other camps throughout the country.

Impatience and restlessness at the thought of continued service in the states while a war was going on elsewhere were relieved in August when orders were received for a rail move to Fort Ord in California. On October 1, 1942 the 103rd Infantry embarked from San Francisco in a six-ship convoy enroute for New Zealand. It arrived in Auckland on October 22nd and with rising spirit as a New Zealand Army band on the dock played the Maine Stein Song.

Island hopping started for the regiment in its move in November to New Caledonia where outposts were established and training for jungle warfare started in appropriate terrain. In February amphibious training was initiated in Noumea Harbor. After several exercises the ships put to sea and headed for Guadalcanal where this campaign was nearing its final stages. The 103rd Infantry went into bivouac at Koli Point. On this battle scarred island the troops underwent their first hostile air raid – an experience most will never forget.

Shortly thereafter the regiment was loaded on destroyers and other small landing craft for occupation of the Russell Islands on February 21st. Here again security and preparation for defense against hostile attack were the order of the day. The interior of Banika Island afforded perfect terrain for jungle training. Day and night training exercises aided in familiarizing the troops with the forbidding mass of vegetation and dampness.

On June 30th the 103rd Infantry took part in operations in the initial assault on the New Georgia Island group. Elements of the regiment participated in the several landings at Rendova, Vanganu, Segi Point and Viru Harbor. Less its 1st Battalion which was held as security for the new airfield at Segi, the Regiment advanced in mid-July on the extreme left flank of the combined attack on Munda Airfield by the 43rd and 37th Divisions. The airfield was occupied by the 103rd on August 5, 1943.

Worn and depleted by battle losses, jungle diseases and sickness the unit returned to New Zealand in February of 1943 for rest, recreation, refitting, replacements and more training. Friendships formed in this beautiful and hospitable country in early 1944 have been long lasting and fond memories of Warkworth remain in the minds of those who were there.

Aitape, New Guinea was the next stop and scene of more combat. The 103rd arrived on July 10 shortly before the assault on the defensive perimeter of the 32nd Division and 112th Cavalry Combat Team by the Japanese 20th, 41st and 51st Divisions. The regiment assisted in the repulse of this attack and for a few weeks had an ideal training base on the Driniumor River line in extensive mop-up and patrol activity with a minimum risk to personnel.

Christmas dinner with turkey and all the fixings was enjoyed, perhaps with some apprehension, by most of the men while waiting to board assault transports and landing craft anchored off the coast at Aitape. Soon the sea journey to Lingayen Gulf on Luzon in the Philippine Islands was under way.

On the morning of January 9th the 103rd, now a first class veteran fighting unit, landed on the San Fabian beaches and drove rapidly inland to secure its objectives against initially light resistance. Firm contact with the enemy was soon made and retained for more than a month of continuous combat. Relieved by elements of the 33rd Division the regiment then had a brief assignment to patrol activity while it effected needed reorganization for more fighting in the near future.

It didn't have long to wait, for on March 13th it relieved part of the 1st Cavalry Division at Antipolo, east of Manila, to launch a turning movement against the south flank of the vaunted Shimbu Line. Surprise of the enemy and success for the 103rd resulted from the night motor move around the exposed enemy flank. The first line of Japanese defenses had been completly by-passed and the attackers were moving northerly and easterly against a well dug-in but insecure second line of works. Daily attacks against fortified positions in a third line were successful to varying degrees so that in a few weeks all organized resistance ceased in its assigned zone of action.

Further to the east the Japanese still held the Santa Maria Valley in some strength. The 103rd was assigned the mission of clearing this area and making a junction with the 1st Cavalry Division on the east shore of Laguna-de-Bay. Following a well executed night motor move of some 20 miles, the infantrymen debouched into the valley at 3 A. M. with a coordinated attack that quickly eliminated all enemy resistance. Patrols continued to the south to effect contact with the cavalrymen. This concluded its action in this sector.

An adequate water supply for the recaptured city of Manila had been questionable since its reoccupation. A major source of water, the reservoir contained by Ipo Dam on the Angat River, was still in enemy possession. Strong enemy forces held the Bigti Road Junction and cliffs which controlled the metropolitan Road to the Dam.

With this structure as its objective the 103rd, as the south prong of a double envelopment, launched its attack on May 6 at 10 P. M. over forbidding terrain and across the front of other Japanese forces still holding the northerly end of the Shimbu Line. Striving to overcome logistical problems created by heavy rains, the doughboys pushed on in the face of increasing resistance. The objective was reached after twelve days of continuous fighting. Facilities to supply 30 percent of Manila's water had been taken intact.

Aside from intense patrolling this action ended the combat phase of World War II for the 103rd Infantry but this was not known at the time. The troops went into a rest area at Cabanatuan where plans for the awesome Olympic Operation — the invasion of Japan — were made. The bombs were dropped over Hiroshima and Nagasaki and V-J Day soon followed.

The 103rd boarded ships in Manila Harbor for duty in the occupation of Japan. It landed at Yokohama on September 13th and moved by truck through a stunned civilian population to Kumagaya airport northwest of Tokyo. Its duties were largely involved in locating equipment of a Japanese armored division which was dispersed throughout that area.

By this time most of the men from Auburn who had started with the regiment were no longer with the unit. Some had become casualies in combat; some were broken in health by tropical diseases; others had been reassigned to various units; most of those remaining had returned home from Luzon under the Army rotation system applicable to those on overseas duty. The regiment, now overstrength by reassignment of "high point" men from other Divisions, soon left Japan and was deactivated at Camp Stoneman, California in late October of 1945. Three Auburn men, Joseph P. Cholewa, Frederick A. Bendtsen and Paul W. Bean had trained with the 103rd at Camp Blanding in 1941 and returned with it in 1945 to California, but each now was serving in 43rd Division Headquarters.

The 103rd Infantry had been in the federal service for nearly five years; had served overseas for three years in the South and Southwest Pacific Theatres of War; and had earned battle streamers for its colors with the names "Guadalcanal", "Northern Solomons", "New Guinea" and "Luzon" emblazoned thereon. Its combat record was outstanding and those Auburn men who served with it take a just pride in their military accomplishments during World War II.

*Two previous sections contributed by Paul W. Bean*

## THE ROLLS OF HONOR

A public analytical record of the participation of military organizations and the individual men and women of Maine who served in the Nation's armed conflicts were published by the State of Maine for each period of strife from the Aroostook War through World War I. No official published records exist for the war periods that followed. Upon inquiry to department officials upon whom preparation of similar publications for subsequent war periods would logically fall, it was stated that this record lapse was due to the failure of the State in late years to provide funds for this purpose.

The records of the State Adjutant General, to which our researchers were accorded full access, contained voluminous card files of military information relating to the men and women of the state who have served in the last three periods of conflict. Some additional data from War and Navy Departments, as to World War II also was made available. Since the individual records were based primarily on information contained on certificates of separation from the service, there were some apparent discrepancies in the list of Soldiers, Sailors, Marines and Coast Guardsmen who gave their lives for the country. The cards are arranged alphabetically by name of the serviceman or woman and further grouped by city or town. There was no distinction among the three war periods except as this may be shown on the card itself.

The Auburn file contained nearly 4,000 cards. The intended task of compiling the military records of Auburn's men and women for each of the three war periods could not be fully accomplished by the limited personnel in the time available. The direct assistance of the State Adjutant General and members of his staff made possible the statement of Auburn's miliary participation in World War II contained herein while similar aid from the State Director of

Selective Service and his staff permitted the summaries for the conflicts in Korea and Vietnam. Part of the research problem was related to the entry into the service of Auburn citizens as individual Volunteers or Selectees, rather than as one or more units of a state military organization during the Korean and Vietnam War periods.

The data here presented as to those men who were killed in combat, or otherwise died in the service, are compiled by our research staff from several sources: available records from Army, Navy, National Guard offices; a compilation prepared by an Auburn American Legion officer following World War II; and a privately maintained file of Vietnam news reports. These casualty lists are subject to revision in detail.

The numerical tabulation and the casualty lists are offered as a sincere, but regretfully incomplete, attempt to give recognition to the effort of community and individuals to meet a just share of the Nation's military requirements. Further, the compiler knows of no single publication in which the names may be found of the men from this city who gave their lives in all three periods of active warfare next preceding the date of this printing.

The following table shows the number of individual men and women from Auburn who served with the armed forces during the periods indicated. Breakdown by branches of the service was not completed as to World War II veterans.

### TABLE OF NUMBER OF AUBURN MEN AND WOMEN IN THE ARMED SERVICES OF THE UNITED STATES IN WORLD WAR II, KOREA, & VIETNAM

| | World War II 12-7-41 to 12-31-46 | Korean War 6-30-50 to 1-1-54 | Vietnam War 1-1-65 to 11-25-68 |
|---|---|---|---|
| Total number in Service | 2,421 | 753 | 268 |
| Air Force | | 139 | 44 |
| Army | | 349 | 127 |
| Coast Guard | | 28 | 4 |
| Marine Corps | | 77 | 16 |
| Navy | | 160 | 77 |
| Killed in action or died of wounds | 58 | 6 | 5 |
| Died in service (non battle causes) | 4 | 1 | 2 |
| Prisoners of War | 11 | 2 | - |

## AUBURN HONOR ROLL

### WORLD WAR II – December 7, 1941 to December 31, 1946

Killed in action or died of wounds: 1st Lt. Kimmel Beedy, Cpl. John M. Bergin, PFC. Constantine Blake, Jr., Cpl Howard Brown, Sgt. Raymond F. Brown, PFC. Philip E. Caffee, PFC. Daniel Capano, PFC. Dana L. Chaplin, Pvt. Wilfred G. Cote, Pvt. William V. Davis, Pvt. Hyman Deletetsky, PFC. Linwood P. Dorr, GM 3/c Robert N. Fenderson, Pvt. Frank N. Eisenzimmer, Pvt. Joseph Otto Fisher, 1st Lt. Ellsworth K. Flewelling, T/Sgt. Vernon F. Gagne, Sgt. Berton L. Greenlaw, 1st Lt. Laurie J. Greenleaf, Pvt. Bertrand Hanscom, PFC Ronald F. Hartin, Pvt. David B. Hill, S/Sgt. Everett I. Hodsdon, Pvt. Leonard F. Kittelberger, PFC Roger M. Lambert, Sgt. Lionel J. Lavoie, Pvt. Rudolph J. Leclair, S/Sgt. Alden Littlefield, PFC Philip E. Marshall, 2d Lt. Joseph L. McCobb, Sgt. 2/cl Ernest McLong, 1st Lt. John S. Messina, R.2d/cl. Charles L. Merrill, S/Sgt. Merlin E. Morrison, 1st Lt. Alfred D. Mousette, PFC. Rosario J. Potvin, PFC. Cleo Nadeau, Pvt. Charles E. Pettipas, S/Sgt. Robert L. Proctor, Sgt. Lawrence Robinson, Jr., 1st Lt. Charles H. Rogers, Jr., Pvt. Adrien J. P. Roux, Pvt. Lionel J. Roux, Cpl. Basil Rowe, Pvt. Raymond E. Savage, 1st Lt. Frank A. Scott, PFC John F. Sikora, Pvt. Robert C. Smart, 2d Lt. George M. Smith, Pvt. Frank Stelmok, Pvt. Harry L. Strout, T/Sgt. Weston R. Strout, PFC. Reynold A. Theberge, F 1/c Ralph F. Victor, Jr., Pvt. Albert A. Vincent, 1st Lt. Milton J. Ward, PFC Stanley L. White, A. 3/c Charles P. Wilner.

Died in service: T/Sgt. Leonard E. Acheson, S 1/ cl Richard Marble, Cpl. John W. May, Cpl. George A. Lachance.

Prisoners of War: PFC Ralph L. Bean, Pvt. Forrest E. Crockett, S/Sgt. Clinton A. Daley, MM 1/cl Harvey W. Dearborn, PFC Richard F. Kenney, T/Sgt. Douglas L. Marston, 2nd Lt. Bernard C. McAllister, Pvt. Conrad J. Poisson, PFC Armand H. Rousseau, Cpl. John Q. Steele and Cpl. Philip J. Therriault.

### KOREAN WAR – June 30, 1950 to January 1, 1954

Killed in action or died of wounds: PFC David F. Allen, PFC Eugene R. Boisvert, PFC Sylvio L. Hebert, PFC Horace A. Moody, Cpl. Donald R. C. Morin, Cpl. Carlton R. C. Leadbetter.

Died in service: A 1/c Erland O. Irish.

Prisoners of War: Sgt. Ralph S. Adams, and PFC David Allen who was wounded in action and died in a prisoner of war camp.

### VIETNAM WAR – January 1, 1965 through November 25, 1968

Killed in action or died of wounds: PFC William R. Almon, PFC Michael H. Deschenes, Lance Cpl. Edwin Kahkonen Jr., Sgt. Reginald Nicholas and S/Sgt. Peter G. Vlahakos.

Died in service: 2nd Lt. Nelson E. Bilodeau and S/Sgt. Paul R. West.

That Auburn has carried a full share of the burden in each war period is evident when relating the number who served from this city to its total population. That these individuals were devoted to duty and dedicated to the causes for which they fought is manifest in the very high number of awards, decorations and citations which were bestowed upon them. The roll of battle wounded is also long. A complete listing of all those deserving of special mention is too voluminous for this printing.

A great mass of material was accumulated in this effort but much more remains for another historian to complete. Auburn's veterans of these conflicts, their relatives and fellow citizens are deserving of a public record of these military accomplishments. Following their research for this volume, the card files in the Adjutant General's Office, previously referred to, were transferred to that of the State Archivist. The excellent publications related to prior wars stand as an example for attainment by our present and future state administrations.

*Compiled by Ralph B. Skinner and Associates*

## THE COLD WAR 1946 to 1968

Captains Donald C. Gautier and Frank J. Daunis of Auburn took leading roles in the formation of Headquarters and Headquarters Company, 2nd Battalion, 103rd Infantry in the postwar reactivation of the Maine National Guard. The former, assigned as 2nd Battalion commander, was responsible for the initial organization of Company F, 103rd Infantry with its headquarters in the old wooden armory at the corner of Troy and Hampshire Streets in Auburn.

The many combat infantry badges and World War II service ribbons worn by the men of new Company F at its federal recognition ceremony on July 10, 1947 attested to the long combat experience and qualified leadership present in the ranks of the unit. The company was under command of 1st Lt. Byron G. Ames who served in this capacity until 1957 when he was succeeded by Capt. James G. Bouchles. Captains Ames and Bouchles subsequently served on the 2nd Battalion staff as Operations and Personnel Officers respectively.

In the early morning of November 3, 1956 fire leveled the Hampshire Street armory with total loss of weapons and equipment of the company. For a year, the company drilled in temporary quarters at the Lewiston armory. Numerous state and municipal officials attended the dedication ceremony in Hasty Memorial Armory in upper Pettengill Park on November 10, 1957.

Within an eight-year span, the unit was to have three changes in designation and serve a period of active federal duty. In March of 1959 Company F became Troop A of the 103rd Armored Cavalry Regiment and in June of 1961 it was redesignated Company A, 2nd Battalion, 20th Armor. On October 15, 1961 Company A with other units of the 2nd Battalion entered the federal service for intense training at Fort Campbell, Kentucky and at Camp Stewart, Georgia. At induction Company A was commanded by Capt. Robert A. Bolduc. The Battalion was commanded by Lt. Col. Frank J. Daunis. On his staff were James G. Bouchles, Richard L. Gove and Antonio L'Heureux all of Auburn. The Battalion was deactivated and returned home on August 9, 1962.

Company A again took up its former place in the Maine National Guard. Captain Richard Gove served as commander of the reactivated unit. He was succeeded by Capt. Henry Dumbkowski whose service in this capacity ended on December 31, 1967.

As the year 1967 came to a close so too did a military tradition end in Auburn. For more than a hundred years Auburn's citizen soldiers had taken personal pride in service with combat units of the nation's reserve forces. For practically all of this time these men were "The Queen of Battle" – Infantry. Their forebears in arms had fought for four long years in the Civil War; had mobilized for service in Cuba; had helped to write the great combat record of the Yankee Division in France in World War I; had participated in four campaigns in the steaming jungles of the South and Southwest Pacific in World War II; and during peacetime had rendered aid to municipal authorities under numerous emergencies.

With such a tradition it is with little wonder that many active guardsmen and most former guardsmen noted with regret the most recent reorganization of Auburn's National Guard unit. The last day of 1967 saw a proud Company A, 2nd Battalion, 20th Armor redesignated as the 1st General Construction Platoon, Company D, 133rd Engineer Battalion under the command of 2nd Lt. Robert Spruce. At its first field training as Engineers the unit reported to Camp Drum, New York where it assumed its new field duties with enthusiasm. The Platoon Leader in 1968 was 2nd Lt. Eugene R. Field, Jr., of Auburn.

*Contributed by Paul L. Bean*

## RESERVE FORCES

During the latter years of this long effort to sustain military preparedness, there had been developed in Maine a federalized system of Organized Reserve units. The officers and enlisted men were completing the reserve portion of their obligations to the Armed Services, or seeking to complete their 20-year pension elegibility. Other members were local enlistees meeting their selective service obligation in this way.

The Organized Reserve units allocated to the Auburn sub-sector, embracing Auburn-Lewiston and environs, were the 1st Battalion of the 417th Infantry Regiment and the 401st Bridge Engineers, both assigned to the 76th Reserve Division, also the 1125th Army Hospital, first organized by Colonel Charles W. Steele of Lewiston, and more recently commanded by Colonel

John T. Konecki of Auburn. This hospital unit commanded by Col. Howard P. Sawyer Jr., was cited as the highest-rated, self-sufficient unit in New England conducting annual active duty training at Fort Devens, in 1968. The engineer unit was later replaced by the 619th Transportation Company, Medical, under the 76th Training Group.

Various locations in both Auburn and Lewiston including the former Maine Baking Company building at Minot and First Avenues in Auburn, served as meeting places for the Reserve units until, in 1965, a new Reserve Armory was erected and put into use. It was an imposing building in Auburn's Industrial Park on Minot Avenue, providing ample facilities for sub-section and unit headquarters, and for training. It was named in honor of General Oliver O. Howard, a native of Leeds, Maine, a prominent Army leader during the last half of the 19th century.

During the 1950's, there was maintained in Auburn an organized unit of the Air Force Reserve.

Also in Auburn were many members of the Officers Reserve Corps, numbers of whom, due to their commissioned service during combat periods, or having acquired commissions through the Reserve Officers Training Corps, continued to maintain their qualifications by keeping up Defense Department correspondence courses and or taking part in field training periods annually.

Since 1941, the Auburn Squadron of the Civil Air Patrol had been based at Auburn-Lewiston Municipal Airport. It had been most active in promoting the national security aspects of aviation, as a unit available for light-aircraft missions within the state; and in encouraging the interest and understanding of young persons, and citizens generally, in the maintenance of a strong U. S. Air Force. Lt. Col. Erwin Crocker of Auburn, an Air Corps sergeant at Pearl Harbor at the time of the Japanese attack on December 7, 1941, was active in the organization and commanded the Auburn Squadron for many years, more recently returning to the C. A. P. Wing staff in Portland. He was succeeded in the Auburn command by Major William R. Tiffany, and Captain Arthur D. Clark of Auburn was the commander in 1968.

## HOME DEFENSE

On the side of home defense and community participation in wartime efforts, Auburn residents were always responsive to War Bond drives and projects supporting the American Red Cross and the United Service Organizations in behalf of men and women in the Armed Services.

Increasingly large Civilian or Civil Defense organizations were maintained in Auburn under State and Federal instructions during both World Wars and, under the "cold war" conditions that prevailed after World War II. These involved local airplane spotter or ground observation service by volunteer civilians until the radar-equipped U. S. Air Raid Warning Service was fully installed. In 1968, and for several years previous, Police Sergeant John W. Jordan served as director of Auburn's Civil Defense Organization. Another Auburn resident, Normand G. Vermette, had been Civil Defense Director for Androscoggin County since 1953.

Militarily, there was organized with the state during World War I, a 3rd Maine Infantry Regiment, in order to provide a trained force to serve in event of disorder, disaster or other incidents inimical to the public security. Numbers of Auburn men volunteered in local units of this organization, which was to eventually merge into reorganization of the returned 103rd Maine Infantry Regiment.

During World War II, Auburn men were active in the organization of a Maine State Guard, among them Captains Ralph B. Skinner and Cleophas H. Morin, a former National Guard Officer who had become custodian of the State Rifle Range in Auburn. Other men from all trades and professions in the two cities joined in this effort. What started as Company B, stationed at Lewiston Armory, grew to a battalion including Company D of Auburn commanded by Captain Frank W. Linnell, the Lieutenants Joseph Albiston and Gerald Weeks. The battalion, in turn, became a part of the 1st Regiment, Maine State Guard with headquarters in Portland. The units of the regiment continued in constant training during the five years of World War II, during which time Captain Skinner rose to a colonelcy and command of the regiment; Captain Morin a Lieutenant Colonel as its executive officer. Others from Auburn on the regimental staff were Captains Ralph B. Whittum and Fergus Upham, 1st Lt. Irving M. Curtis, and 2nd Lt. James Hatch.

After World War II, the tempo of the atomic age pointed the fallacy of awaiting the occurance of warfare for the formation of a State Guard to take over the military property and state defense duties of quickly departing National Guard units. The Maine Legislature, in 1962, passed an Act establishing two framework regiments with cadres of company designation assigned to existing National Guard Armories to be trained regularly in preparation for their stated duties. The Maine State Guard units in the Auburn-Lewiston area were of the 2nd Battalion, 103rd Regiment, with headquarters Company at Lewiston Armory and Company B at Hasty Memorial Armory in Auburn.

1st Lt. Robert Lagasse was in command of the Auburn Company. Auburn officers on the Battalion staff included Captains Clinton A. Daley, as training and operations officer, and Melcon Ray, supply officer, and 1st Lt. Donald Barriault, security officer.

# Chapter 23

## PATRIOTIC ORGANIZATIONS

THOSE men who bore arms and participated in the bulk of the fighting in the armed conflicts of this Nation were basically civilians – men who placed love of country or belief in a cause above all other personal desires or ambitions. Most entered the military service for part of or for the duration of a national emergency with the expressed intent and hope of returning to a loved family and home.

Following each period of conflict the surviving veterans, with memories of deeds and sacrifice only they could fully comprehend, joined to propagate an organization whose purposes were related to the historic period in which they had an active part. In many instances relatives or descendants also joined to perpetuate similar avowed purposes and principles.

Generally these patriotic groups were organized to honor and promote the causes for which they or their ancestors fought; to safeguard the welfare of the survivors and the families of those who made the supreme sacrifice; to cherish the memory of the departed; to instill in fellow Americans, young and old, a pride in their country; and to generate in all the spirit of patriotism.

Auburn's sons and daughters had been active in such groups for at least the last century. One may wonder whether Auburn or Danville was represented in the Society of the Cincinnati, a group composed of former Revolutionary War Officers and originally led by George Washington. Auburn men did belong and took active parts in the Military Order of the Loyal Legion of the United States and, in 1968, continued as active members in the Military Order of the World Wars. Both of these were organized on a state level without a local facility for regular meeting purposes.

The larger of the patriotic organizations formed in Auburn had been successful in a common cause; had built or purchased properties for use of the group and actively participated in community affairs for the betterment of the city. While space limitations prevent a complete historical sketch of each, recognition is given to those organizations which had been prominent in the development of this city.

*Because of space limitations the following sections were briefed from accounts originally submitted by the credited contributors.*

### DAUGHTERS OF THE AMERICAN REVOLUTION

The rank and file veterans of the Revolutionary War formed no organization following their struggle for independence; they were too busy reestablishing themselves in family life, in community affairs or in extending the frontier to build the Nation they had done so much to create. It was the women of America who first took action to perpetuate the "Spirit of '76" through something more tangible than the July 4th observance and the occasional literary works which extolled these valorous contributions to the cause of liberty. These descendant daughters, though generations removed, of the men who fought in the Revolution devised their organization in 1890 – The National Society, Daughters of the American Revolution.

The Mary-Dillingham Chapter, D. A. R., was located in Lewiston-Auburn. It was organized in January 1895, the second to be activated in Maine. To Mrs. Caroline W. D. Rich, a founder and first Regent, was accorded the honor of naming the local chapter. She selected the name of her great grandmother, Mary Dillingham, a well known and honored woman of Revolutionary times.

The Chapter's first meeting was held in 1896. At its June meeting in that year the children of the John Greenleaf Chapter, Children of the American Revolution, provided the program. There is no other record of a C. A. R. Society sponsored by the Mary Dillingham Chapter until 1942 when the James Goff Society was organized. Under the guidance of Mrs. Irene Hall Darling this group continued its activities until 1946.

Mary Dillingham Chapter had accomplished much over the years in locating and marking the graves of the many veterans of the Revolution who later settled in Androscoggin County. On September 10, 1921, a monument was unveiled on the County Court House grounds and a scroll placed in an interior corridor of the Court House on which are inscribed the names of 361 Revolutionary War Soldiers who were known to be buried in this county. Of these 31 lay in graves located in Auburn. (See list in closing chapter of this book.)

Though war work and aid to service men were continuing roles of the Society, its activities extended to citizenship and youth groups. In 1924 the Mary Dillingham Chapter began the practice of presenting small silk flags to new citizens in Naturalization Court. It also furnished copies of the D. A. R. Manual of Citizenship for use in the study courses of those who wished to become naturalized citizens of the United States.

Several Auburn schools, Girl Scout Troops, and other young peoples organizations have received large American flags as gifts from the Chapter. Since 1940 local area high school senior class members had participated in the D. A. R. Good Citizenship program under sponsorship of the Mary Dillingham Chapter. Each year the high school "Good Citizens" were entertained at a Chapter meeting at which time a pin signifying Dependability, Service, Leadership and Patriotism was presented to each guest.

Two members of Mary Dillingham Chapter have brought honors to this community through their service as State Regents of the Daughters of the American Revolution. Mrs. B. G. W. Cushman served in this office from 1923 to

1925 and Miss Leslie Helen Wight provided the leadership for the 32 Chapters and nearly 2,000 members in Maine from 1962 to 1965.

The Regent of Mary Dillingham Chapter, Daughters of the American Revolution for the year 1968-69 was Mrs. Charles H. Wight of Auburn.

*This section compiled by Miss Leslie H. Wight*

## GRAND ARMY OF THE REPUBLIC

Formation of what was to become an influential organization in political and policy decisions at all levels of government occurred in 1866. The fruit of a meeting of veterans of the Union Army bore the patriotic designation "Grand Army of the Republic" and encompassed the nation with its organized posts as it expanded rapidly in the post-war years.

The first Auburn post was organized by nine charter members in Armory Hall on March 23, 1869. Four days later other members were admitted and officers installed as follows: C. S. Emerson, Commander; A. C. Pray, Senior Vice Commander; A. A. Miller, Junior Vice Commander; Henry Little, Adjutant; Joseph Littlefield, Quartermaster; A. A. Fish, Sergeant Major; Lyman Wright, Quartermaster Sergeant; and B. F. Sturgis, Surgeon.

Designated the Folsom Post it honored the memory of an Auburn man, Lt. James Folsom of the 10th Maine Regiment, who had been killed at the Battle of Cedar Mountain, Virginia.

Prior to relinquishing its charter in 1877 the post attained a membership of 180 and was active in community and veterans affairs. In one year it paid from its treasury for relief of soldiers and sailors and their families more money than did any other post in the state.

From 1877 to 1881 there was no post to represent the G. A. R. in Auburn. Then a group of veterans from Yarmouth, Cumberland, New Gloucester, Minot, and other towns gathered to apply for a new post charter. On October 21, 1881, Burnside Post No. 47 was organized with 77 members by Rev. M. G. Haskell, Commander of the Department of Maine.

This post attained a maximum membership of 486 veterans and was one of the largest and most influential in Maine. Rigors of army life from 1861 to 1865 shortened the life span of many survivors of the war. By 1906 only 160 names remained on the Post roster, and by 1931 there were only eleven aged but proud veterans left.

Burnside Post was an active body and discharged its duties in a faithful manner. It sponsored parades on Memorial Day each year, and its members visited the cemeteries in Auburn to place flags on the graves of departed comrades. Its fairs met with support from Auburn citizens, adding to the post's relief funds which were expended wisely but generously to aid sick and distressed soldiers and their families. Some of Auburn's citizens who were not veterans were connected with the post as honorary members. Among these, Ara Cushman and E. T. Gileeach paid for the preparation of a memorial volume containing a complete war record of every member of the post. The flag that waved over Edward Little High School in 1890 was presented by Burnside Post, and in the same year it donated $500 to the Auburn Public Library Association.

Several post members attained prominence in the state and national departments of the G. A. R. Among these are the names of Benjamin F. Beals who served as Assistant Quartermaster at the state level for seven years and was also a delegate to the National Encampment; and Frank F. Goss, who was elected Maine Department Commander in 1906, was a delegate to several national encampments and served two terms on the Council of Administration. Others prominent at the state level were William T. Eustis, Charles E. Moulton, E. D. Emerson, Charles S. Emerson, Elisha S. Coan, Murray B. Watson, Hillman Smith and George G. Gifford. E. H. Sawyer and Elias A. Lothrop served terms as Aides-de-Camp on the national staff of the G. A. R.

## ALMON C. PRAY CAMP, SONS OF UNION VETERANS

As they advanced in age, the Grand Army veterans sensed that some organization should be formed to carry the torch of patriotism when they could no longer do so. They initiated the idea that resulted, in 1878, in the founding of such a national organization.

In Maine, the Sons of Union Veterans was inaugurated in Waterville, in 1882, and was known as James A. Garfield Camp No. 1. This was an experimental camp, composed of lads under 14 years of age. After briefly but successfully exemplifying the working of the ritual, it ceased to exist.

The first camp in Maine organized under the constitution, rules, and regulations of the Order was Almon C. Pray Camp No. 2 of Auburn. This was instituted on January 16, 1883, with 14 charter members mustered in: Frank P. Merrill, Fred H. Storah, Herbert A. Goss, John C. Blake, Leonard A. Pray, Melville E. Goss, A. A. Mower, Arthur C. Wyman, George D. Emerson, Henry Harvey, Samuel H. Dill, Wallace P. Dill, Robert E. Casey and Henry G. Casey. Those eligible for membership were sons, not less than 18 years of age, of deceased or honorably discharged soldiers, sailors or marines who served during the Civil War, and sons of members of the order not less than 21 years of age.

This organization kept increasing its assistance to the older war veterans until, in 1917, Burnside Post No. 47 of the G. A. R. turned over the activities on Memorial Day to A. C. Pray Camp No. 2, S. U. V.. The Camp voted in 1935 to buy a monument for the G. A. R. lot at Mt. Auburn Cemetery, and in January 1937 dedication exercises were held there. The Camp arranged for perpetual care of the lot.

Frank L. Beals, son of Benjamin Beals, and a member of A. C. Pray Camp, served as State Commander of the Sons of Union Veterans.

# ALDEN M. GAYTON POST, AMERICAN LEGION

Soon after the end of World War I, veterans from both Lewiston and Auburn met to organize an American Legion Post. Strong differences of opinion arose in efforts to select a name for the post. Those from Auburn determined to start another in their home city which would be named in honor of Alden M. Gayton, believed at the time to have been the first Auburn man to lose his life in combat in World War I. Under that name it was chartered in 1920 as Post No. 31 in the Department of Maine, American Legion.

Sixteen Auburn veterans held their first meeting in the office of Col. George C. Webber when Donald D. Garcelon was appointed as the first Post Commander. At the initial election of officers Charles Allen succeeded to this office. In 1921 Leon A. Berry and James A. Pratt were elected Commander and Vice Commander respectively. A search for permanent quarters for the Post terminated with rental of the former city building at the corner of Court Street and Mechanics Row.

The Post relinquished its lease on this property a few years later to permit construction of a theater on the site. Meetings were held at the Auburn Y. M. C. A. and at Abou Ben Adhem Hall on Main Street until a residential property at Pleasant and Hampshire Streets was acquired in 1936. This structure was remodeled, enlarged, and improved over the years to meet the needs of this patriotic group. In 1968 the property was sold to the Auburn-Lewiston Y. M. C. A. and a new search for permanent quarters was initiated.

During the years since its formation the membership of Alden M. Gayton Post had been well known and respected in the community. A particular function had been the rendering of appropriate honors to those war dead whose remains had been returned home for burial. The Post's first such ceremonies occurred on the same day in 1921 when the remains of Almond Leblond and Alden M. Gayton were returned after initial interment in France.

The first Armistice Day celebration was held in conjunction with Post No. 22 of Lewiston with Past Commander Weston Haskell as general chairman of the affair. In 1933, following the large Ellsworth fire, Gayton Post was instrumental in furnishing clothing, food, and furniture to the fire victims. One week later, Auburn was struck with disaster in the great New Auburn conflagration. Gayton Post responded to the resulting great need and was cited by Mayor Lloyd H. McFadden. Again, in 1948, when forest fires were raging in Maine, the post sprang to action by furnishing headquarters, manpower, and transportation to fire fighters who were traveling a distance of 60 miles or more to combat the blazing forests. Through the years it had always maintained an active welfare committee in behalf of veterans and others of need in the community.

James Pratt had long been an active member of the post. A Past Commander, he also served as its Service Officer from 1926 to 1951. In addition he had personally overseen the decorating of veterans' graves from 1922 through 1968.

In 1947 an honor was bestowed upon the Post when the aging members of Almon C. Pray Camp, Sons of Union Veterans, turned over their charter, and Gayton Post assumed permanently the responsibility for decorating all veterans' graves and arranging appropriate memorial exercises in this community.

The membership was initially composed of World War I veterans. Those of World War II and of the Korean and Vietnam conflicts, more recently have been added to its rolls.

As in all veterans organizations, the Women's Auxiliary of Gayton Post was always a major factor in the successful conduct of its affairs.

The Commander of Alden M. Gayton Post No. 31, American Legion, in 1968 was Bertrand Garlarneau, the Auxiliary President, Mrs. Mary Delorme.

*Previous three sections compiled by James A. Pratt*

## NEW AUBURN POST, AMERICAN LEGION

After the cessation of World War II, a group of New Auburn veterans joined in forming what was to become New Auburn Post No. 153, American Legion, Department of Maine. An informal meeting was held on Sunday morning, October 4, 1945 for that purpose and the following were named temporary officers: Willie A. Deshaies, temporary chairman; Hector Breau, assistant chairman; Joseph L. Aubut, secretary; Marcel Godin, treasurer. Leonard Cote and Maurice Potvin were named to the membership committee.

On December 10, 1945, the first formal meeting was held at the New Auburn Social Club Hall on Broad Street with 25 members present. Elected as officers for the year 1945-1946 were: Commander, Hector Breau; First Vice Commander, Leo Vaillancourt; Second Vice Commander, William Dewhurst; Adjutant, Robert H. Lafayette; Finance Officer, Edward M. McCarthy; Historian, Marcel Godin; Chaplain, Lucien Pepin; Sergeant-at-Arms, Alfred Ricker.

The Post was duly incorporated on August 13, 1947. In October of that year, cooperation of property owners on Riverside Drive permitted development of a hockey rink under the chairmanship of George Deletetsky, Post Sports Director. This was made available to youths of the community, and was typical of the Post's civic interest.

By 1948, New Auburn Post had accumulated considerable property for ceremonial and other use in connection with its increasing activities, but it had not acquired a permanent post home. In March, 1952, however, the then Androscoggin County Commander Dolar A. Asselin was asked if the Post would be interested in the old fire station at 71 South Main Street. Responding to interest shown by the Post, the City Council approved sale of the property in November 1952. Greatly renovated, the building has since made a most desirable location and Post membership and activity had grown because of it.

New Auburn Post also had a fine Women's Auxiliary. The wives, mothers, and sisters of Legionnaires were always willing and able to help whenever requested by the Legion and the Community.

New Auburn Post No. 153 took great pride in the fact that its second Post Commander, William J. Rogers, not only became a Department Commander, but rose to the office of National Vice Commander. Another Past Post Commander, James A. McMahon, was a Department Vice Commander in 1968.

The Commander of New Auburn Post No. 153, American Legion, in 1968 was Robert Potter, the Auxiliary President, Mrs. Anna Faucher.

*This section compiled by Dolar A. Asselin*

## CAPTAIN FRANK W. HULETT POST, VETERANS OF FOREIGN WARS

Captain Frank W. Hulett Post No. 1603, Veterans of Foreign Wars of the United States, was first organized in the summer of 1928 and received its charter on September 28, 1928. Charles L. Dillingham, Walter Lesperance, and Elmer Shaw were three of the men who were instrumental in forming the post. The first two meetings were held at the Y. M. C. A., and the third at the Grand Army Hall in Lewiston. After much hard work, 75 men were admitted to charter membership.

The Post was named after the first local man killed in action in World War I, Captain Frank W. Hulett; born in Chester, Vermont, on February 25, 1884; graduated from Yale in 1908; served with the U. S. Geographical Survey Team in the Philippine Islands from 1908 to 1911. He married Elly J. E. Ibscher, June 21, 1911 and served as an electrical engineer for the Lewiston, Augusta and Waterville Street Railway. In April, 1917, Frank W. Hulett enlisted in the Army; on June 23 was commissioned a captain; on December 31, 1917 sailed for France, and on June 6, 1918, was killed in action.

On January 7, 1929, Walter Lesperance was installed as the first Commander of Frank W. Hulett Post. He was presented with the American Flag by Mayor Robert J. Wiseman in behalf of the citizens of Lewiston and Auburn.

Early meetings were held in the Auburn Armory on Hampshire Street, but the Post acquired two buildings in succession for post headquarters before it purchased in 1954, the building at 588 Minot Avenue that had been its permanent post home from that time through 1968.

The Post had been well-represented in the Department of Maine by having three past post commanders become Department Commanders: Walter Lesperance, Leroy Smith, and Kenneth Green. Comrade Hector Richard served as Department Adjutant and Director of Ritual Work. Several other members had served in various Department and District offices.

The Ladies Auxiliary to Hulett Post was organized at Auburn Armory on November 19, 1928. The attendance was small for a time; but, due to the untiring efforts of Elly Hulett, widow of Captain Frank Hulett, it was instituted on January 7, 1929, with 43 charter members. Its first president was Mrs. Hulett. The Auxiliary had been well represented in the Department of Maine with seven members having served as Department President: Elly Hulett, Evelyn Riggs, Emma Smith, Elizabeth French, Maud S. Richard, Barbara Green and Dora Ordione. Other members served in District and Department offices.

The Post and Auxiliary took much pride in their Community Service work and Youth Activity programs. Both activities had been the subject of numerous citations from State and National officers of the V.F.W.

The Commander of Captain Frank W. Hulett Post, No. 1603, Veterans of Foreign Wars in 1968 was William Smyth, the President of the Auxiliary, Mrs. Barbara Sleeper.

*This section compiled by Kenneth R. Green*

## EMILIEN HAMANN CHAPTER, DISABLED AMERICAN VETERANS

Emilien Hamann Chapter No. 11, Disabled American Veterans, was chartered on April 23, 1953, as a service organization for disabled war veterans in the cities of Auburn and Lewiston and surrounding towns. In addition to its primary purpose its members, which in 1968 numbered 100, have engaged generously in patriotic and civic activity within their area and elsewhere in the state. The Chapter was organized by National D.A.V. Service Officer John McPherson who had his office at the Veterans Facility at Togus. The first Chapter Commander was Louis Loubier, later Postmaster at Waterville; Vice Commanders Philip Parrota and Joseph Faucher, Adjutant-Treasurer Herbert Buzzell. And Auburn veteran, Gerard R. Gosselin, had held the office of Commander of both Emelien Hamann Chapter and the Maine State Department, Disabled American Veterans. The Chapter officers in 1968 were Commander Alphee Ouellette, Vice Commanders Gerald Arquette and Leo Verreault, Adjutant Treasurer Louis Valcourt.

*This section compiled by Gerald R. Gosselin*

## 103rd INFANTRY VETERANS ASSOCIATION

An informal organization of veterans of the 103rd Infantry Regiment who served with the unit between February 24, 1941, and the end of the Second World War, contains many Auburn men on its membership rolls. Harrington Newall of Auburn, formerly Sergeant-Major of the 1st Battalion, was Secretary-Treasurer of the Association up to and including 1968.

These men renewed friendships with other comrades in Maine as well as in other states at annual reunions. These were essentially social gatherings held in towns and cities from which elements of the regiment entered the federal service in 1941. Two such gatherings were held at Hasty Memorial Armory in 1962 and 1967.

The 103rd Infantry Veterans Association had a membership of 600 men in 1968. Eight units of this World War II regiment were represented among the membership residing in Auburn.

*This section compiled by Paul W. Bean*

## FRATERNAL ORGANIZATIONS

Noted for the principles they exemplify in good citizenship and the public security were the fraternal organizations listed in the Auburn city directory for 1968:

Independent Order of Odd Fellows – Abou Ben Adhem Lodge No. 23, Fidelity Rebekah Lodge No. 4, Liberty Rebekah Lodge No. 94, Ruth Rebekah Lodge No. 9, Worumbus Encampment No. 13.

Knights of Pythias – Eureka Lodge No. 178; Pythian Sisters – Eureka Temple No. 26.

Masonic Societies – Ancient Brothers Lodge No. 178, Auburn Council Princes of Jerusalem, Auburn Masonic Association, Bradford Royal Arch Chapter No. 38, H. H. Dickey Chapter Rose Croix, Order of the Eastern Star Pine Cone Chapter No. 26, Order of the White Shrine of Jerusalem Rugged Cross No. 2.

Knights of Columbus – Auburn Council No. 5358.

# Chapter 24

## RETROSPECT

As the future of Auburn is in our hands, so the present was in the hands of those who came before. A local history succeeds so far as it broadens the knowledge of the past, deepens interest in the present and instills a sense of continuity in a community. The seed of local history is the love of "home".

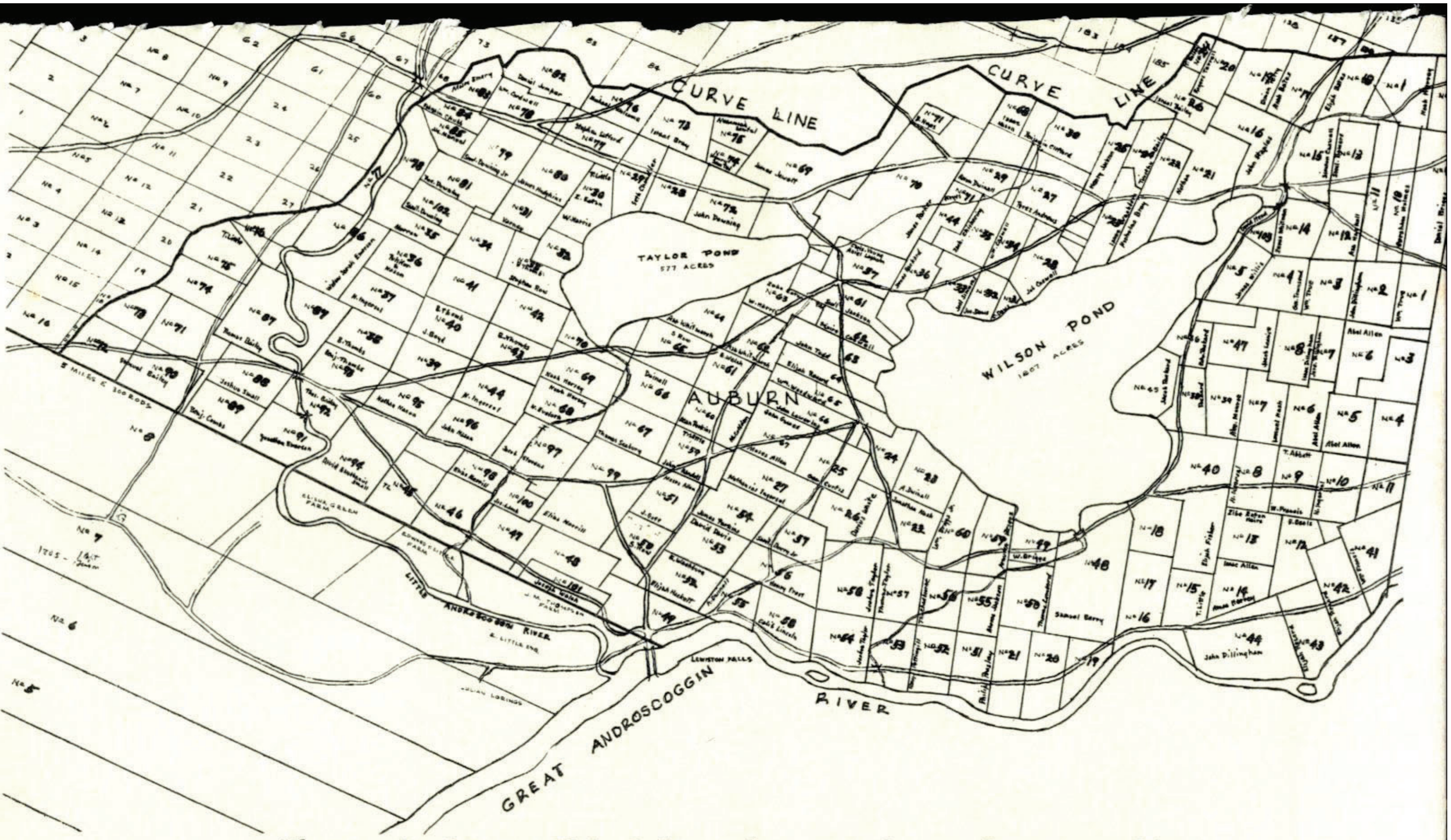
The following pages contain the names of the early settlers in the part of Minot which was later to become the Town of Auburn, and those of Pejepscot, which was later known as Danville. It was the towns of Auburn and Danville that joined in 1869 to form the City of Auburn.

Since time and space forbid the recounting of the experiences of each of the pioneer families, deserving as they all were, it is fortunate that we have authentic "first settler" lists of both areas, and in the instance of "Old Auburn", the map that Philip Bullen made in 1798 showing the lot location of each settler. Bullen was at the time making a survey of a part of Minot granted to Captain John Bridgham in place of the grant shown on Gen. Sullivan's map of 1795 (see map at start of this book). The names of the settlers are listed in accordance with the lot number, and, in 1968, several of the locations indicated on the map were still identified with the same family names.

A large number of the first settlers were Revolutionary War veterans reaching out for new opportunity in the new Nation, they had fought to found. A list of their known burial places in Auburn is contained in this chapter, and for providing this we are indebted to members of Mary Dillingham Chapter, of Daughters of the American Revolution.

Contained also in this chapter are the names of municipal officers down through the years, including a complete list of the City Council members during all the years since Auburn adopted the Council-Manager form of government in 1917.

A sobering episode on the eve of Auburn's centenary year, was the sudden death of Councilman John W. Duddy of Ward Four who had been reelected in September, 1967, to his fourth consecutive term. Noted for his open, fearless and unremitting stand in behalf of the common man, as well as his ready support of all measures he considered in the public interest, the 76-year-old Councilman was highly respected by the great mass of fellow citizens and official associates alike. Informed of his passing, Mayor Clyde E. Goudey said "We have lost a champion." A special election was being held to fill the vacancy, but the honored name of John W. Duddy deserved to remain on the City Council's centennial roster.


CURVE LINE
CURVE LINE
TAYLOR POND
577 ACRES
WILSON POND
1807 ACRES
AUBURN
LEWISTON FALLS
GREAT ANDROSCOGGIN RIVER
LITTLE ANDROSCOGGIN RIVER
5 MILES & 300 RODS

*The map that Surveyor Philip Bullen made in 1798 showing the names and lot numbers of the first settlers in the area that later became the Town of Auburn; also the famous "Curve Line" that would become its boundary with Minot. Pejepscot (Danville) next adjoining to the southwest which, in 1867, was annexed to Auburn, not included in the Bullen survey; its early settlers are listed separately. Lists of first settlers follow.*

## EARLY AUBURN SETTLERS

In 1798 Phillip Bullen surveyed the Bridgham Grant and listed the name and lot number of each actual or prospective settler. These are the early Auburn settlers, the "old families".

| | |
|---|---|
| Samuel Berry | 48 |
| William Briggs | 49 |
| Araune Briggs | 59 |
| Wm. Briggs Jr. | 60 |
| A. Dwinell | 23 |
| Vacant | 24 |
| Wm. Woodward | 65 |
| Elijah Record | 64 |
| John Todd | 63 |
| Squire Caswell | 62 |
| Samuel Jackson | 61 |
| James Packard | 36 |
| Joel Simmons | 33 |
| Joseph Daws | 32 |
| Cushing Daws | 31 |
| Job Caswell | 28 |
| Isaac Washburn | 23 |
| Nicholas Bray | 22 |
| Nathan Niles | 21 |
| John Staples | 16 |
| Simeon Caswell | 15 |
| David Head | 103 |
| James Willis | 5 |
| Edward Packard | 46 |
| Jacob Packard | 45 |
| Alnathan Packard | 38 |
| Elijah Fisher | 40 |
| Vacant | 18 |
| Vacant | 49 |
| A. Dwinell | 55 |
| Caleb Lincoln | 58 |
| Joshua Taylor | 54–58 |
| Thomas Taylor | 53–57 |
| Benj. Pettingill | 52 |
| Philip Peasley | 51 |
| Vacant | 21–20019–16 |
| Thomas Little | 50 |
| John Dillingham | 44 |
| Elijah Record | 42–43 |
| Wm. Frances | 41 |
| Vacant | 3–4–11 |
| William True | 1 |
| Daniel Briggs | 93 |
| Vacant | 2 2 |
| N. Ingersol | 8 8 |
| Z. Eaton heirs | 13 13 |
| Isaac Allen (w) | 14 |
| Amos Harvey (e) | 14 |
| B. Beals | 12 |
| T. Abbot | 9 |
| Wm. Francis | 9 |
| N. Ingersol | 10 |
| Abel Allen | 5–6 |
| Lemuel Nash | 7 |
| Alex. Monroe | 39 |
| A. Allen | 6 |
| I. Dillingham | 8 |
| Jeremiah Dillingham | 7 |
| Jacob Leavitt | 47 |
| John Dillingham | 2 |
| William True | 3 |
| George Townsend | 4 |
| James Willis | 5 |
| Greshom Holmes | 10 |
| Jos. Johnson | 11 |
| Asa Haskell | 12 |
| Samuel Bowens | 13 |
| Zenas Whitman | 14 |
| Noah Harvey (cl) | 1 |
| Elijah Bates | 18 |
| Noah Bates | 17 |
| Dimon Perry | 19 |
| Rogers Terrell | 20 |
| Timothy Bailey | 24 |
| Israel Bailey | 26 |
| Timothy Bailey | 24 |
| Henry Jackson | 25 |
| Benj. Clifford | 30 |
| Isaac Nason | 68 |
| James Jewett | 68 |
| Perez Andrews | 27 |
| Aaron Dwinell | 29 |

## EARLY AUBURN SETTLERS (Continued)

| | |
|---|---|
| Z. Chickering | 35 |
| Benj. Noyes (2) | 71 |
| Chris. Young | 37 |
| Abiel Lapham | 37 |
| John Downing | 72 |
| Henry Sawtel | 74 |
| Nehemiah Sawtel | 75 |
| Israel Bray | 73 |
| Vacant | 28 |
| Seth Chandler | 29 |
| Michael Welcome | 73 |
| Daniel Jumper | 82 |
| Moses Emery | 83 |
| Ephraim Chubb | 84 |
| Vacant | 78 |
| Merrow | 35 |
| Vacant | 77 |
| Sarah Emerson | 86 |
| Thomas Bailey | 87–92 |
| Benj. Thombs | 93–38 |
| Jno. Emerson | 91 |
| David Lowell | 94 |
| Nath. Small | 94 |
| Vacant | 72 |
| Benj. Coombs | 89 |
| Samuel Bailey | 90 |
| Vacant | 71–73–74 |
| T. Little | 75–76 |
| W. Cordwell | 78 |
| Stephen Safford | 77 |
| James Hodgkins | 80 |
| Samuel Downing Jr. | 79 |
| James Manuel | 85 |
| Thomas Downing | 81 |
| Samuel Downing | 81 |
| Varney | 31 |
| Vacant | 32–34 |
| T. Little | 30 |
| Z. Eaton | 30 |
| W. Harris | 30 |
| B. Thomb | 33 |
| Stephen Rowe | 33 |
| Vacant | 70 |
| Dwinell | 66 |
| Noah Hersey | 69 |
| Thomas Seabury | 67 |
| N. Hersey | 68 |
| N. Eveleth | 68 |
| Jacob Stevens | 97 |
| Elias Merrill | 98 |
| Joseph Lamb | 100 |
| Joseph Welch | 101 |
| Vacant | 46–47 |
| T. Little | 45 |
| Nathan Nason | 95 |
| John Nason | 96 |
| N. Ingersol | 37–44 |
| B. Thomb | 43 |
| Thomb & Boyd | 40 |
| Pulsifer & Nason, | 36 |
| Vacant | 34–39–41–42 |
| S. Rowe | 65 |
| Asa Whitmarsh | 64–62 |
| W. Harris | 63 |
| Zibe Eaton | 63 |
| T. Little | 63 |
| E. Welch | 61 |
| M. Collier | 60 |
| Deacon Perkins | 60 |
| Little–Randall | 59 |
| Moses Allen | 51 |
| J. Goff | 51 |
| S. Rowe | 50 |
| Elias Merrill | 99 |
| Elijah Hackett | 52 |
| E. Washburn | 52 |
| David Davis | 53 |
| James Perkins | 54 |
| N. Ingersol | 27 |
| George Curtis | 25 |
| John Gowell | 67 |
| Moses Allen | 67 |
| John Lowering | 66 |
| Henry Frost | 56 |
| Samuel Berry Jr. | 57 |
| Darius White | 26 |
| Jonathan Nash | 22 |

## EARLY PEJEPSCOT NAMES

Among the Pejepscot Papers in the Maine Historical Society in Portland is a "Schedule of Settlers on a Gore of Land west side of Androscoggin River between Poland and Durham," lot and range numbers missing.

(It bears a note that the list lacks about twenty names.)

| | | | |
|---|---|---|---|
| Benjamin Arnold | 1789 | Samuel Ackley | 1794 |
| John Brooks | 1785 | Samuel Crockett | 1797 |
| Ephraim Crockett | 1775 | Joseph Dresser | 1778 |
| William Dingley | 1785 | Lemuel Dyer | 1782 |
| James Elwell | 1780 | John Fogg | 1787 |
| William Frost | 1789 | Henry Frost | 1798 |
| Phineas Frost | 1792 | David Hildreth | 1789 |
| Richard Hollis | 1772 | John Hanscom | 1772 |
| John W. Jordan | 1778 | Ebenezer Jordan | 1785 |
| James Jordon | 1786 | Humphrey Jordon | 1786 |
| George Leach | 1783 | Solomon Larrabee | 1787 |
| Dominicus Libbey | 1784 | Luke Libby | 1784 |
| William Libbey | 1786 | Humphrey Libbey | 1787 |
| Joseph Larrabee | 1797 | William Moody Jr. | 1798 |
| Robert Moody | 1791 | Samuel Moody | 1798 |
| John Mars | 1797 | Benj. Mitchell | 1787 |
| Joseph McKenney | 1783 | Anthony Morrey | 1786 |
| William McKenney | 1784 | Abram McKenney | 1786 |
| Jacob McKenney | 1783 | Moses McKenney | 1785 |
| Charles McKenney | 1788 | Jonathan McKenney | 1788 |
| John McKenney | 1788 | Benj. McKenney | 1785 |
| Charles McKenney Jr. | 1783 | James Nevens | 1783 |
| William Nevens | 1785 | Stephen Penny | 1796 |
| William Plummer | 1786 | Wm. W. Pebbles | 1785 |
| Joseph Penley | 1785 | Samuel Royal | 1789 |
| Elias Staten | 1787 | Primus Shapleigh | 1792 |
| William Swett | 1795 | Joseph Treadwell | 1792 |
| Jacob True | 1791 | Matthias Vickery Jr. | 90 |
| James Vickery | 1790 | Matthias Vickery | 1779 |
| John Vossmoss | 1786 | Benning Wentworth | 1788 |
| Sam L. Wentworth | 1792 | John Wagg | 1775 |
| Joseph Welch | 1796 | John Witheral | 1796 |
| Charles Gerrish | 1790 | | |

The following additions are made from Prof. George T. Little's article on Danville in the Merrill History of Androscoggin.

| | | | |
|---|---|---|---|
| John Merrill | 1778 | Thomas Finson | 1787 |
| John Stinchfield | 1786 | William Royal | 1780 |
| Joseph Saundres | 1777 | – Witham, sire of Th. | 1780 |
| Tobias Goold | 1792 | John Walker | 1790 |

## EARLY PEJEPSCOT NAMES (Continued)

| | | | |
|---|---|---|---|
| Edward Plummer | 1786 | John Allman | 1788 |
| Andrew R. Giddinge | 1787 | True Woodbury | 1780 |
| Patrick Arras | 1780 | Aaron Dresser | 1782 |
| Jonathan Rowe | early | James Wagg | 1775 |
| Consider Glass | 1786 | David Gross | 1791 |
| Thomas Goss | | Abel Davis & Amos | 1762 |

## AUBURN TREASURERS

| | | | |
|---|---|---|---|
| George S. Woodman | 1869–1874 | Fred L. Leavitt | 1911 |
| J. R. Learned | 1875–1876 | Eben G. Eveleth | 1912 |
| D. W. Verrill | 1877–1885 | Everett L. Philoon | 1913 |
| George B. Attwood | 1886 | Eben G. Eveleth | 1914 |
| D. W. Verrill | 1887–1890 | Carl F. Getchell | 1915 |
| George E. McCann | 1891–1892 | Eben G. Eveleth | 1916–1917 |
| Eben G. Eveleth | 1893–1899 | Willis P. Atwood | 1918–1935 |
| Everett L. Philoon | 1900 | George A. Arnold | 1936–1940 |
| Eben G. Eveleth | 1901 | Doris Cluff | 1940–1944 |
| Arthur G. Sprague | 1902–1907 | Earle L. Marston | 1945–1950 |
| Eben G. Eveleth | 1908–1910 | Doris Mackay | 1951 |

## COLLECTORS OF TAXES

| | | | |
|---|---|---|---|
| Calvin G. Skinner | 1869 | W. R. Hopkins | 1900 |
| George S. Woodman | 1870 | Charles F. Curtis | 1910–1904 |
| Calvin G. Skinner | 1871 | A. A. Garcelon | 1905 |
| James Dingley | 1872 | Fenelon T. Davis | 1906–1910 |
| D. W. Verrill | 1873–1884 | A. A. Garcelon | 1911–1912 |
| B. F. Teague | 1885 | Merton W. Robinson (resigned) | 1913 |
| D. W. Kinsley | 1886 | Almon R. Thurston | 1913–1923 |
| Thomas Littlefield | 1887 | Charles M. Starbird | 1924–1926 |
| Eben G. Eveleth | 1888–1892 | Ralph B. Skinner | 1927–1930 |
| D. W. Kinsley | 1893–1898 | Earle L. Marston (died) | 1930–1951 |
| John A. Turner | 1899 | Doris Mackay | 1951 |

## CITY AUDITORS

| | | | |
|---|---|---|---|
| 1918 | Willis P. Atwood and Earl S. Lewis | 1945–1947 | City Man. Bernal Allen |
| 1919–1925 | Laurence P. Bearce | 1948 | Marion B. Wing and Frederick Packard |
| 1926–1944 | George A. Arnold | 1949 | Albert M. Eustis |

## AUBURN STREET COMMISSIONERS, since 1869

| | | | |
|---|---|---|---|
| 1869 | C. D. Bailey | 1880–1885 | Frank Goss |
| 1870 | Charles R. Jordan | 1886–1887 | L. W. Haskell |
| 1871 | Thomas Littlefield | 1888–1892 | Frank Goss |
| 1872 | O. D. Bailey | 1893 | H. L. Haskell |
| 1873–1874 | David T. French | 1894 | D. P. Field |
| 1875–1877 | Joseph Goss | 1895–1899 | Frank Goss |
| 1878–1879 | James S. Nash | 1900 | Harry W. Rowe |

## AUBURN STREET COMMISSIONERS (Continued)

| | |
|---|---|
| 1902 | Frank Vickery |
| 1902–1903 | Harry W. Rowe |
| 1904 | Frank Goss |
| 1905–1912 | Board of Public Works |
| 1912–1913 | George A. Field |
| 1914 | Frank Marston |
| 1915–1918 | Harry W. Rowe |
| 1919–1920 | Horace J. Cook |
| | Allan McAlary |
| 1921–1923 | Frank R. Libby |
| 1923–1925 | Ira B. Safford |
| 1926–1939 | Fred Ford, Jr., City Mgr. (acting street superintendent) |
| 1939–1940 | Chandler Barron |
| 1941–1944 | Arthur Penley |
| 1945–1946 | Richard Baston |
| 1946–1952 | William H. Wilkinson |
| 1952–1954 | Roscoe Clifford |
| 1955–1957 | Roger W. Merrill |
| 1957–1964 | William H. Wilkinson |
| 1964 | Roland R. Saucier |

## FIRE CHIEFS

| | |
|---|---|
| 1869 | J. H. Whitman |
| 1870–71 | Seth P. Miller |
| 1872 | Almon C. Pray |
| 1873 | James White |
| 1874–83 | A. A. Miller |
| 1884–85 | Fred H. Storah |
| 1893 | L. W. Haskell |
| 1894 | Arthur B. King |
| 1895–99 | D. D. Merrill |
| 1900–02 | A. W. Miller |
| 1903–07 | L. W. Haskell |
| 1908–09 | J. H. Bradbury |
| 1910–12 | C. H. Blethen |
| 1913–15 | George Merrill |
| 1916–21 | C. H. Blethen |
| 1922–23 | H. E. Fogg |
| 1924–26 | C. H. Blethen |
| 1926–29 | V. E. Cargion |
| 1930–37 | George E. Bancroft |
| 1938–40 | Harry E. Fogg |
| 1941–49 | Ralph B. Harnden |
| 1950–68 | J. Coleman Miller |
| 1968 | Vincent R. Giberti |

## POLICE CHIEFS OR CITY MARSHALS

| | |
|---|---|
| 1882–1886 | Llewellyn Maxwell |
| 1887 | S. B. Leonard |
| 1886–1892 | Llewellyn Maxwell |
| 1893 | W. S. Larrabee |
| 1894–95 | Thomas Vosmus |
| 1896–98 | John Turner |
| 1899–1900 | Arthur A. Garcelon |
| 1901–02 | Freeman B. Taylor |
| 1903–04 | Arthur A. Garcelon |
| 1905–10 | Harry W. Rowe |
| 1911–14 | Freeman B. Taylor |
| 1915–16 | E. H. Buchanan |
| 1917–18 | Elmer Nickerson |
| 1919–22 | Roy Mower |
| 1923–1937 | Harry W. Rowe |
| 1938–44 | Robert W. Herrick |
| 1945–1965 | Alton E. Savage |
| 1966 | Stephen Smyc |

## CITY CLERKS

| | | |
|---|---|---|
| George S. Woodman | | 1869–1878 |
| Henry M. Sprague | | 1879–1880 |
| J. W. Mitchell | | 1881–1885 |
| Rodney F. Foss | | 1886 |
| J. W. Mitchell | | 1887–1889 |
| George G. Gifford | | 1890–1892 |
| W. E. Ludden | | 1893 |
| Forest E. Ludden | | 1894–1895 |
| George E. McCann | | 1896–1899 |
| George C. Webber | | 1900 |
| George W. Bumpus | (Jan 6) | 1901–1936 |
| Mabel Bedell | (June 1) | 1936–1943 |
| Harriett P. Dunton | (Oct. 1) | 1943–1945 |
| Marion P. Louisfel (Temp) | (Oct 29) | 1945 |
| Leon H. Cole | (Jan. 4) | 1946–1961 |
| Leroy E. Linnell | | 1961–date |

*The Centennial City Council. Left to right: William B. Skelton II, Ward* 1; *John R. Linnell, Ward* 2; *Eugene M. Emery, Ward* 3; *John W. Duddy, Ward* 4; *Andre S. Potvin, Ward* 5. (*Councilman Duddy died on December* 19, 1968.)

1918–1919: Ward I, George T. Woodman; Ward 2, Ira W. Fitz; Ward 3, E. Farrington Abbott; Ward 4, George W. Lane, Jr.; Ward 5, Emile Freve.

1920–1921: (1) George T. Woodman; (2) Forest E. Ludden; (3) E. Farrington Abbott; (4) Edgar L. Pennell; (5) Emile Freve.

1922–1923: (1) George T. Woodman; (2) Forest E. Ludden; (3) E. Farrington Abbott; (4) Edgar L. Pennell; (5) George C. Bolduc.

1924–1925: (1) Frank L. McGibbon; (2) Charles Adams; (3) Albert A. Roberts; (4) Irving Groves; (5) George C. Bolduc.

1926–1927: (1) Frank L. McGibbon; (2) Fred P. Taylor; (3) Lloyd McFadden; (4) Everett B. Gillman; (5) Hector O. Lafayette.

1928–1929: (1) Frank L. McGibbon; (2) Stanton Smith; (3) L. H. McFadden; (4) Everett B. Gilman; (5) Hector O. Lafayette.

1930–1931: (1) Roger D. Lowe; (2) Hiram H. Bailey; (3) Walter B. Abbott (4) Everett B. Gilman; (5) Hector O. Lafayette.

1932–1933: (1) Roger D. Lowe; (2) Don C. Hubbard; (3) Maurice T. Plummer; (4) Eugene F. Lane; (5) Alfred W. Dumais.

1934–1935: (1) Roger D. Lowe; (2) John G. Marshall; (3) Maurice T. Plummer; (4) Harold M. Miller; (5) Alfred W. Dumais.

1936–1937: (1) Harvey I. Dillingham; (2) Arthur L. Moulton; (3) Benjamin P. King; (4) Fred A. Clough; (5) Harold M. Robinson.

1938–1939: (1) Ralph A. White; (2) Arthur L. Moulton; (3) Edwin S. Ray; (4) Frederic F. Leclair; (5) Archie E. Bussiere.

1940–1941: (1) Ralph A. White; (2) Alwyn M. Rees; (3) Edwin S. Ray; (4) John W. Duddy; (5) Archie E. Bussiere.

1942–1943: (1) William H. Grist; (2) Raymond G. Woodman; (3) Ralph D. Ridley; (4) John W. Duddy; (5) Rosaire L. Halle.

1944–1945: (1) William H. Grist; (2) Clarence D. Hammond; (3) Ralph D. Ridley (4) Harry C. Small; (5) Rosaire L. Halle.

## CITY COUNCILS (Continued)

1946–1947: Bernard W. French; (2) Clarence D. Hammond; (3) Hugh Burgess; (4) Alton J. McFadden; (5) Rosaire L. Halle.

1948–1949: (1) Bernard W. French; (2) Albert A. Roberts, Jr.; (3) Willis A. Trafton, Jr.; (4) Alton J. McFadden; (5) Remus Morin.

1950–1951: (1) Merle S. Merrill; (2) Albert A. Roberts, Jr.; (3) William J. McGuire; (4) Ronald E. Lachance; (5) Roland Juneau.

1952–1953: (1) George K. Anthony; (2) Merle S. Merrill; (3) Hebert E. Callahan; (4) Arthur C. Sewall, Jr., (5) Remus Morin.

1954–1955: (1) George K. Anthony; (2) Alfred F. Dawes; (3) Clyde E. Goudey; (4) Leslie E. Bickford; (5) Remus Morin.

1956–1957: (1) L. Damon Scales, Jr., (2) Alfred F. Dawes; (3) Franklin H. Prescott; (4) Leslie E. Bickford; (5) Remus Morin.

1958–1959: (1) L. Damon Scales, Jr.; (2) Harry W. Woodard, Jr.; (3) Donald A. Roberts; (4) Gerard L. Rousseau; (5) Roland J. Juneau.

1960–1961: (1) Donald E. Mank; (2) Harry W. Woodard, Jr.; (3) Gerard L. Rousseau; (4) Robert E. Damon; (5 Eugene L. Keene.

1962–1963: (1) John E. White; (2) Donald E. Cooper; (3) Franklin H. Prescott; (4) John W. Duddy; (5) Andre S. Potvin.

1964–1965: (1) John W. White; (2) Donald E. Cooper; (3) Franklin H. Prescott; (4) John W. Duddy; (5) Andre S. Potvin.

1966–1967: (1) John W. White; (2) Donald E. Cooper; (3) Franklin H. Prescott; (4) John W. Duddy; (5) Andre S. Potvin.

1968–1969: (1) William B. Skelton, II.; (2) John R. Linnell; (3) Eugene M. Emery; (4) John W. Duddy; (5) Andre S. Potvin.

# REVOLUTIONARY WAR SOLDIERS BURIED IN AUBURN

Listed and marked by Mary Dillingham Chapter, Daughters of the American Revolution as indicated.

Briggs Cemetery – Upper Turner St., near Gracelawn Memorial Park.
Samuel Berry and William Briggs.

Brookvale (Splinterville), Perkins Ridge Rd., West Auburn.
Aaron Bird, Peabody Bradford, Azel Kinsley, and Capt. Daniel Kinsley.

Dillingham Hill, Johnson Rd., above North Auburn Church.
Benjamin Beal, Jeremiah Dillingham, John Dillingham, and Alexander Munro.

Evergreen Cemetery, Stevens Mills Road.
Jacob Stevens.

Fitz Cemetery, Old Danville Road.
Jonathan Chase, Major Thomas Finson, Jonathan Rowe, and Capt. Andrew Giddinge, – listed as buried in Auburn, died at sea.

Mount Auburn Cemetery, Summer Street.
Samuel Downing and Christopher Young.

Mountain View, Marston's Corner.
Stephen Austin and John O'Rion.

Murray-McKenney, Jordan School Road.
Lieut. William McKinney (McKenney).

North Auburn Cemetery, Skillings Corner Road.
John Dillingham, John Downing, and Nehemish Packard.

Oak Hill Cemetery, Riverside Drive.
James Goff (may be on lot of James Goff, Jr. but is unmarked)

Penley's Corner, South River Road.
Joseph Penley.

Taber Cemetery, in woods behind Picnic Area on Right of Lake Shore Drive.
James Willis.

Plummer Family Cemetery, Pownal Road, in woods behind house.
William Plummer.

Plains Cemetery, Turner Road.
Noah Waterman.

Wagg Cemetery, South River Road, in woods near river.
Ephriam Crockett and James Wagg.

Revolutionary Soldiers listed as buried in Auburn but unable to locate:
Nathaniel Fickett, David Gross – (Danville), Rawson Harmon, Joseph Johnson, Humphrey Jordan – (Danville), William Maxwell – (Danville), John Murray, Jonathan Nash – (Minot-Auburn), Joseph Reynolds, Joshua Rowe – (Danville), Capt. Robert Snell, Nathaniel Warren, and John Winslow.

Revolutionary Soldiers listed as buried in both Auburn and Turner.
John Bailey, Benjamin Jones, Jacob Leavitt, Icabod Phillips, and Seth Staples, all Upper Street Cemetery, Turner.

*Compiled by Miss Leslie H. Wight,*
*Past State Regent, Daughters of the American Revolution.*

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Court Street Looking Toward the Bridge to Lewiston – Picture Taken in 1869, the Year Auburn Became a City, – and It's Counterpart of the Same Location 100 Years Later ........ (Backing Back Cover)

# ERRATA

Page 10, Par., 8, Line 3: JOSEPH Welch (not Daniel)

Page 11, Line 1: Orra RAYNES (not Haynes)

Page 53, Par., 2, Line 4: DUNN Street (not 4th)

Page 57, Par., 4, Line 9: GOTTEN (not forgotten)

Page 129, Par., 5: new first and second sentences: Another early foundry of prominence was that of N. M. Neal, first on Washington Street and in later years on Hutchins Street. In 1888, George W. McFadden came from Biddeford to Auburn to form, with local businessmen, the Auburn Stove Foundry.

Page 131, Par., 2, 3rd line: Harold H. Davis (not Harold J.)

Page 147, Line 6: G. EDLON Jones (not G. Eldon)

Page 155, Mayor pictures: Harry W. WOODARD Jr. (not Woodward)

Page 245, Sub-head "Many Innovations", Line 1: Bertram C. Richardson, (not Bertram E.)

Page 274, in caption under picture: EDWARD W. Hutchinson, (not Sidney A.)

Page 290, Caption under picture: DRESSER'S Rips (not Penley's)

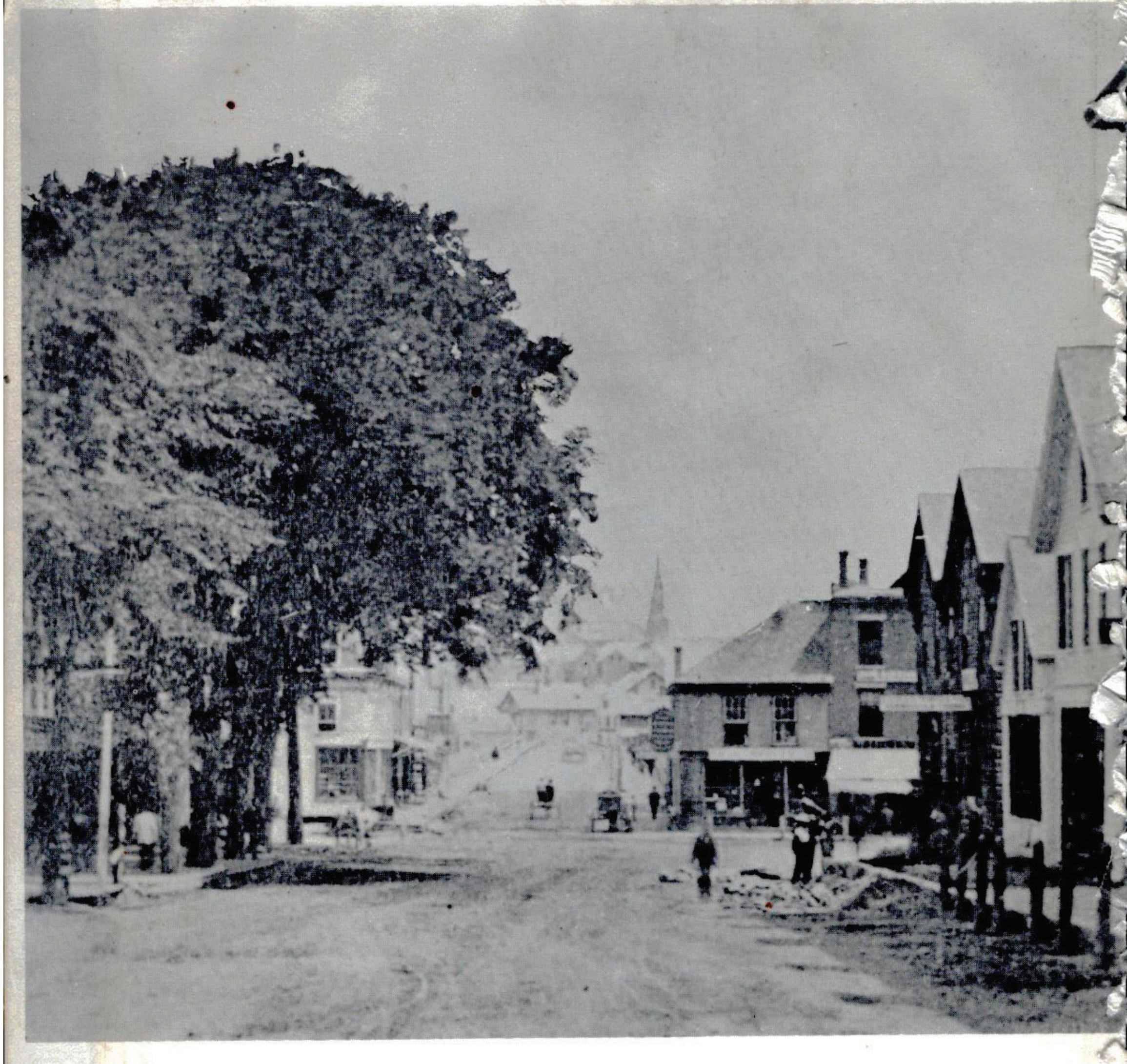
Page 344, Sub-head "Architects": Par., 2 rewritten: Alonzo J. Harriman was first identified with the architectural profession in 1924 when he joined in partnership with his uncle, Harry S. Coombs in Lewiston. In 1938, Mr. Harriman continued in business under his own name. From 1961 and since his death in 1966, the establishment in Auburn has been known as Alonzo J. Harriman Associates Inc., employing 65 persons and having a design record of many college, school, other public and business buildings in Maine and elsewhere.

Par., 3; Stanley S. Merrill (not F.)

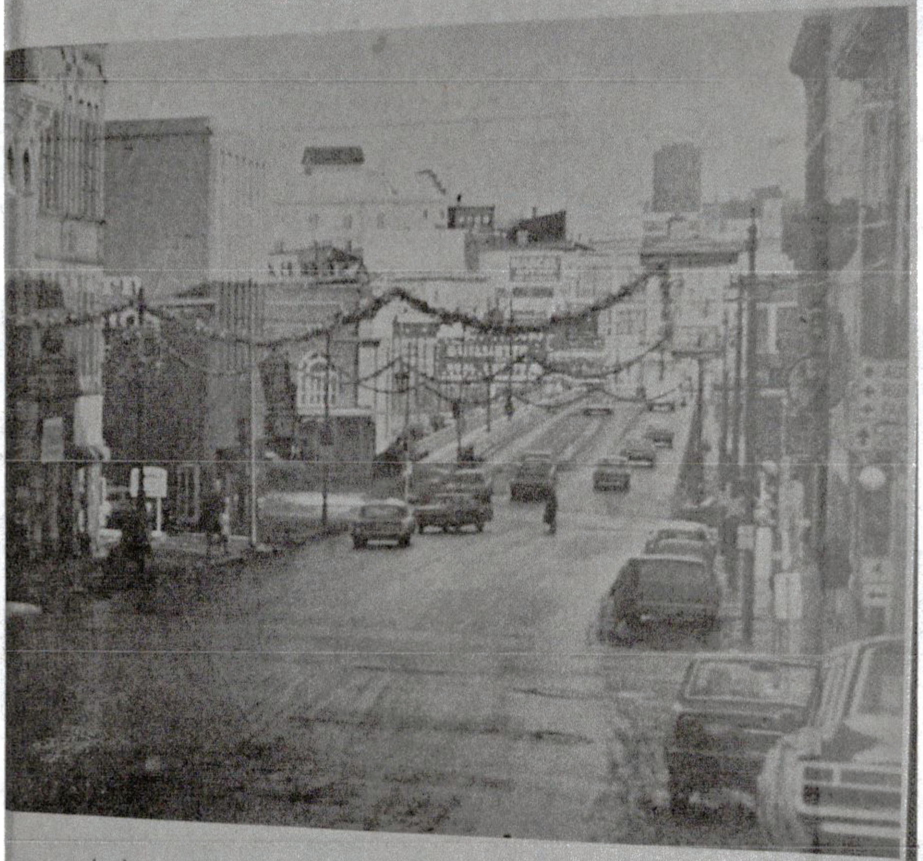
Page 345, Sub-head "Inventors", Line 1: FREELAND Stanley (not Freeman)

Page 382, Par., 3 on "Prisoners of War": insert name of S/Sgt Warren G. McFadden.

Page 395, Sub-head "Fraternal Organizations", under Masonic Societies insert *Tranquil Lodge No.* 29.



*Court Street, Auburn, looking toward the bridge in 1869, the year Auburn became a city . . . dirt roads, horse and buggies, hitching posts, barber pole, and plenty of tree shade over the Elm Hotel. Goff Block hadn't been built and a third story hadn't been added to Hersey Block on the opposite corner of Court and Main Streets.* PHOTOGRAPHER UNKNOWN



*As the same location looked in 1968, 100 years later, no horse-buggies and no hitching posts, but a macadam surfaced street and many motor cars; the Elm House (hotel) gone, along with the trees and the barber pole, but with more and better buildings and a changed skyline across the bridge in Lewiston.*

A Tash Studio Photo